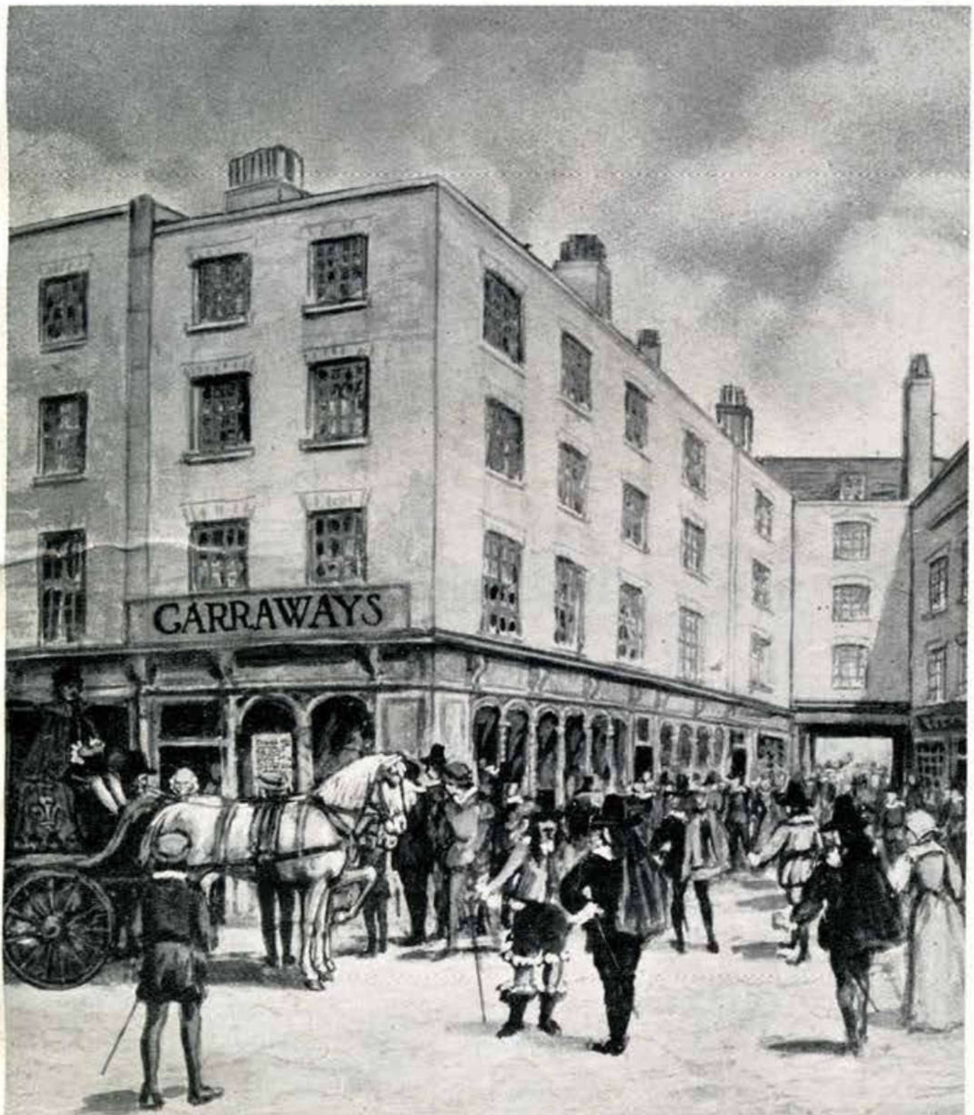
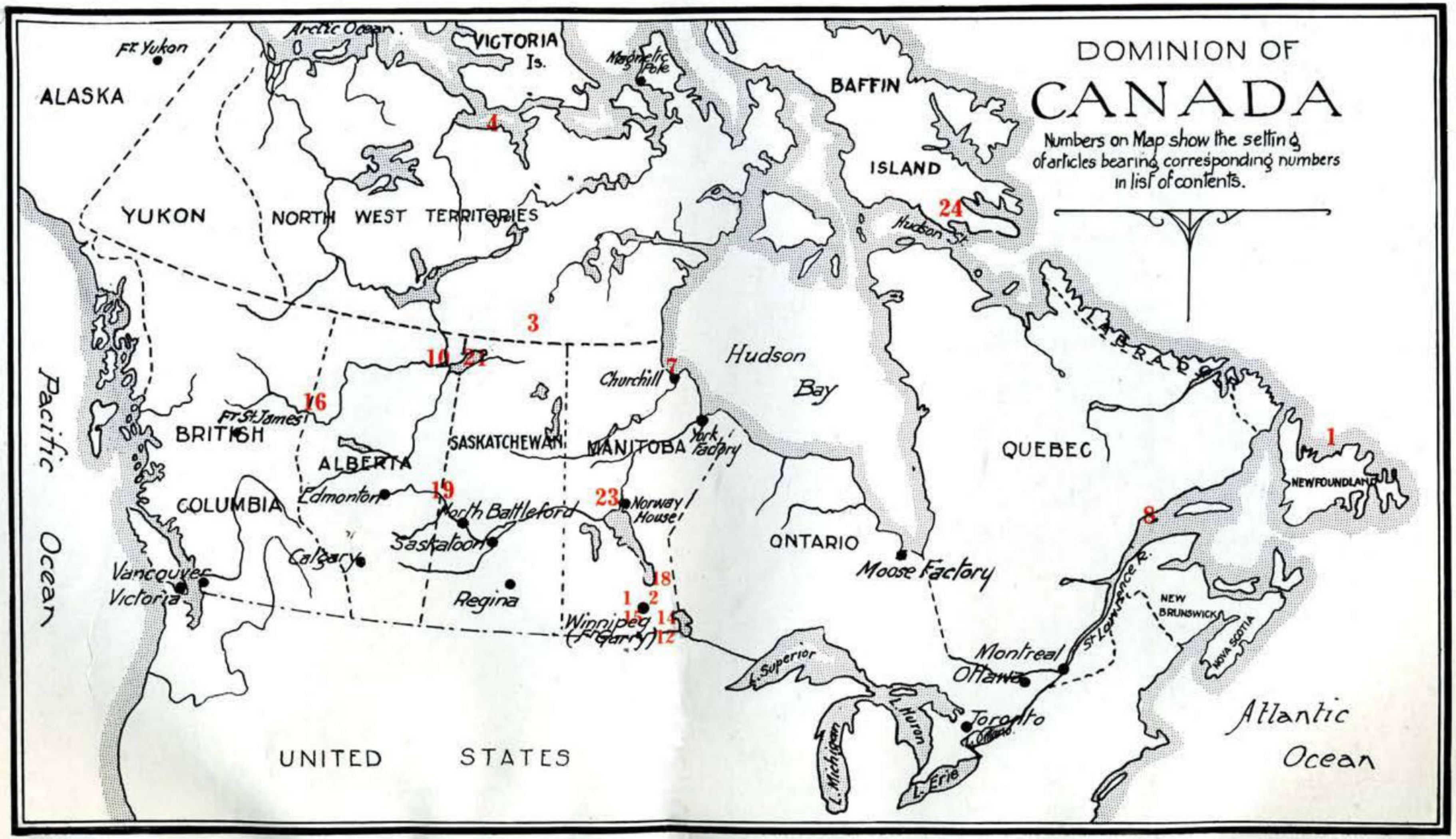
The Beaver

No. 1 OUTFIT 262 JUNE 1931



Hudson's Bay Company

INCORPORATED 2ND MAY 1670



DOMINION OF CANADA

Numbers on Map show the setting of articles bearing corresponding numbers in list of contents.

Ft. Yukon
ALASKA
Arctic Ocean
VICTORIA Is.
Magnetic Pole
BAFFIN
ISLAND
24
Hudson St.
YUKON
NORTH WEST TERRITORIES
4
3
10
21
7
Churchill
Hudson
Bay
LABRADOR
1
NEWFOUNDLAND
QUEBEC
16
Ft. St. James
BRITISH
COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
York Factory
Edmonton
19
North Battleford
Saskatoon
23
Norway House
ONTARIO
Moose Factory
8
Calgary
Regina
18
1
2
15
14
12
Winnipeg (Ft. Garry)
Vancouver
Victoria
Pacific
Ocean
St. Lawrence R.
NEW BRUNSWICK
NOVA SCOTIA
L. Superior
Montreal
Ottawa
L. Huron
L. Michigan
Toronto
L. Ontario
L. Erie
UNITED STATES
Atlantic
Ocean

Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

The Beaver

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The H B C Packet

THE 2nd May, 1931, marks the two hundred and sixty-first anniversary of the granting of the Royal Charter by King Charles the Second to the Governor and Company of Adventurers of England trading into Hudson's Bay. In June, 1668, the ketch *Nonsuch* sailed from England, with Captain Gillam in command and Medard Chouart des Groseilliers guiding the trading venture, with a complement of forty-two men. They sailed through Hudson Strait, down that vast sea, Hudson Bay, discovered by the ill-fated Henry Hudson a little over half a century before, and southeastward to James Bay, anchoring at the mouth of a river they named Rupert's river, where they landed and built Fort Charles, the first trading post of the Hudson's Bay Company. The success of the expedition led to the granting of the Royal Charter to the Company on 2nd May, 1670.

For two hundred and sixty-one years our Company has progressed and prospered. From that small but auspicious beginning—our first post, Fort Charles—has grown our immense organization of today, of which we have every reason to be proud.

Our history is symbolical of all the finest traits and characteristics of Anglo-Saxon business and progress, and this history has been made by the men and women who so faithfully served in the years that have gone by.

The work of every individual in the service today is forming a link in the long chain of our history, and as our birthday comes round it is right and fitting for each one of us to remember that our work today will be history tomorrow.

* * * * *

This year is the centennial of Lower Fort Garry. In the summer of 1831, the building of the fort was commenced, on the instructions of Governor George Simpson, from the plans of Chief Factor Alexander Christie.

Under date of 18th July, 1831, Governor Simpson reported to London, England, that the walls of the principal building were nearing completion.

Lower Fort Garry, with its limestone walls and bastions, is the only stone fort of the early fur traders still intact and in good condition. It stands eighteen and a half miles north of Winnipeg, on the west bank of the Red river, a picture for the artist and an object of outstanding interest to the historian and the sightseeing visitor.

* * * * *

The shadow of depression which has overcast the world recently shows its effect on all classes of our communities, and the man on the land has suffered perhaps as much as the business man in the city.

The difficulties encountered in trying to make collections these days are more numerous than usual. An example of this is humorously portrayed in the following letter recently received by our Land Department from a farmer client in response to a request for payment of an overdue instalment:

"Dear Sir: I got your letter about what I owe you. Now be pachent, I aint forgot you. Please wait when I have the money I pay you. If this was judgment day, and you was no more prepared to meet your maker than I am to meet your account, you sure would have to go to hell. Trusting you will do this, I am. Yours truly."

* * * * *

The heartiest congratulations of all in the service are extended to Mr. R. J. Gourley, member of our Canadian Committee, on the brilliant accomplishment of his now famous Strathcona rink of curlers, which he so ably skipped to victory, first in the championship of Manitoba and then in that greatest of all curling achievements, envied by every man who enjoys "throwing the rock," the Dominion curling championship, known as the Macdonald Brier tournament.

The finals of the Dominion championship were held at Toronto, and in this competition provincial and certain divisional champion rinks met in a series of league games. Mr. Gourley's rink made the remarkable performance of defeating eight champion rinks in succession, and all but made a clean sweep.

Mr. R. J. Gourley and the other members of the Strathcona rink have been showered with congratulations on their splendid victory, which makes the fourth successive time the Dominion curling championship has come to the Province of Manitoba.

We in the Hudson's Bay Company are justly proud of the fact that a member of the service skipped this rink to victory.

* * * * *

Congratulations are also in order for Chief Trader William Cornwallis King, who recently celebrated his eighty-sixth birthday. Mr. King is the oldest living commissioned officer of the Hudson's Bay Company and the oldest living incoming resident in the City of Winnipeg from Britain.

He was born in Madras, India, in 1845, the son of an Indian army colonel. He joined the Company's service in London, England, in 1862, becoming a junior chief trader in the Company's Canadian service in 1884. He was promoted to the rank of chief trader in 1893. He retired on pension in 1902 after forty years' service.

Chief Trader King is still hale and hearty and a periodical visitor to Hudson's Bay House, Winnipeg. He is a fine gentleman of the old school and we wish him many more years of health and happiness.

* * * * *

Arrangements have been made with Radio Station CKY, Manitoba Telephone System, Winnipeg, by which we will sponsor an hour's programme on the first Wednesday of November, December, January and February of the winter of 1931-32. The hour has been tentatively fixed from 8.15 to 9.15 p.m. so that the programme may immediately precede the usual broadcast of northern messages. The exact time may be subject to some slight change, but in such event notice will be broadcast with the northern messages on the two Wednesday evenings preceding the first broadcast.

We hope our men at the outposts will enjoy this direct contact with headquarters which only radio has been able to make possible, and that our broadcasts will help in a small way to dispel the isolation of winter.

While the broadcast has been planned mainly for the benefit of the staffs of the Fur Trade throughout Canada and particularly those at the more isolated places, it is hoped that our programmes will be listened to with interest and enjoyment by all directly associated with the Company, as well as our other friends throughout the Dominion.

Suggestions from members of the staff regarding desirable features which might be included in the broadcasts will be welcomed by the Fur Trade Commissioner, to whom they should be mailed as early as possible.

* * * * *

In this issue of *The Beaver* many of our readers are introduced to Captain Thierry Mallet, of Revillon Freres, through the medium of the first two of a series of vivid pictures of life in the far Arctic from his masterly pen. These and other sketches appeared in *The Atlantic Monthly*, the editor of which joined Captain Mallet in very kindly according us permission to reproduce these articles in our magazine.

To a great many of our men in the North, Captain Mallet, of course, needs no introduction. He is a far travelled man in the Canadian Arctic and Indian territories, having been closely associated with the fur trade for all of twenty years, and during that time he has successfully undertaken some unusual and hazardous trips by dogs and by canoe. He is a keen observer and knows of what he writes.

He served with much distinction through the Great War as an officer in the French army. He is vice-president of Revillon Incorporated, and president of Revillon Freres, New York.

We are sure Captain Mallet's unusual stories will appeal greatly to all lovers of the outdoors.

* * * * *

It is perhaps not generally known that our ships have for years taken part in the seal fishing off the coast of Newfoundland. Our S.S. *Nascopie* did not make the expedition this year, but we were well represented in the ships *Thetis*, *Ungava*, *Beothic*, and *Neptune* belonging to Messrs. Job Brothers & Company Limited, of St. Johns, with whom we are closely associated.

The sealing fleet was greatly reduced this year on account of the depressed markets for skins and oil, but the following vessels sailed for the sealing fields in addition to the above mentioned: Bowring Brothers Limited *Ranger*, *Terra Nova*, *Imogene*, *Eagle* and *Viking*, and, as usual, a few smaller vessels belonging to other owners.

The expedition was marred at the outset by the tragic loss of the *Viking*, belonging to Messrs. Bowring Brothers Limited, and of twenty-seven of her company, including Varrick Frissell, who had gone again to the ice-fields to complete his motion picture started last year.

On the evening of Sunday, 15th March, while a number of the crew were holding the usual service in their quarters, an explosion occurred, presumably in the magazine in the after part of the ship, which blew the stern completely out.

The accident occurred about ten miles from Horse Island, off the northeast coast of Newfoundland, and the plight of the survivors, many of them seriously injured, left on the moving ice to make their way in darkness as best they could to Horse Island, may be more readily imagined than described. The story is a repetition of the heroism and endurance that have been the heritage of the ice fields for generations.

Although all the vessels in the vicinity rushed to the assistance of the unhappy crew, it was a few days before a way could be forced through the ice, and doctors, nurses and supplies placed on shore. By this time the situation on the island had become rather desperate. There are only a few people on Horse Island and, after the winter, supplies were running low and were inadequate for the requirements of the large crew landed from the *Viking*. The care of the injured also placed a heavy burden upon the few women of the small settlement.

Our deepest sympathy is extended to the many throughout the Old Colony who have been bereaved as a result of this disaster.

* * * * *

On March 17 to 20, a convention of our departmental stores managers was held in Winnipeg. Visiting managers were: R. C. Scibird, Vancouver; F. M. Johnston, Calgary; A. J. Watson, Victoria; A. J. Little, Edmonton; R. R. Harvey, Saskatoon; W. S. King, Nelson; H. Pout, Vernon; A. E. Dodman, Kamloops. Others in attendance were: P. A. Chester, general manager; P. J. Parker, general manager of stores; Thomas Hargreaves, G. F. Klein, J. O. Morrell, A. Ralph Morrell, W. T. Holmes, G. W. Lawrence, all of Winnipeg. Mr. C. W. Veysey, general manager, wholesale department, attended some of the sessions.

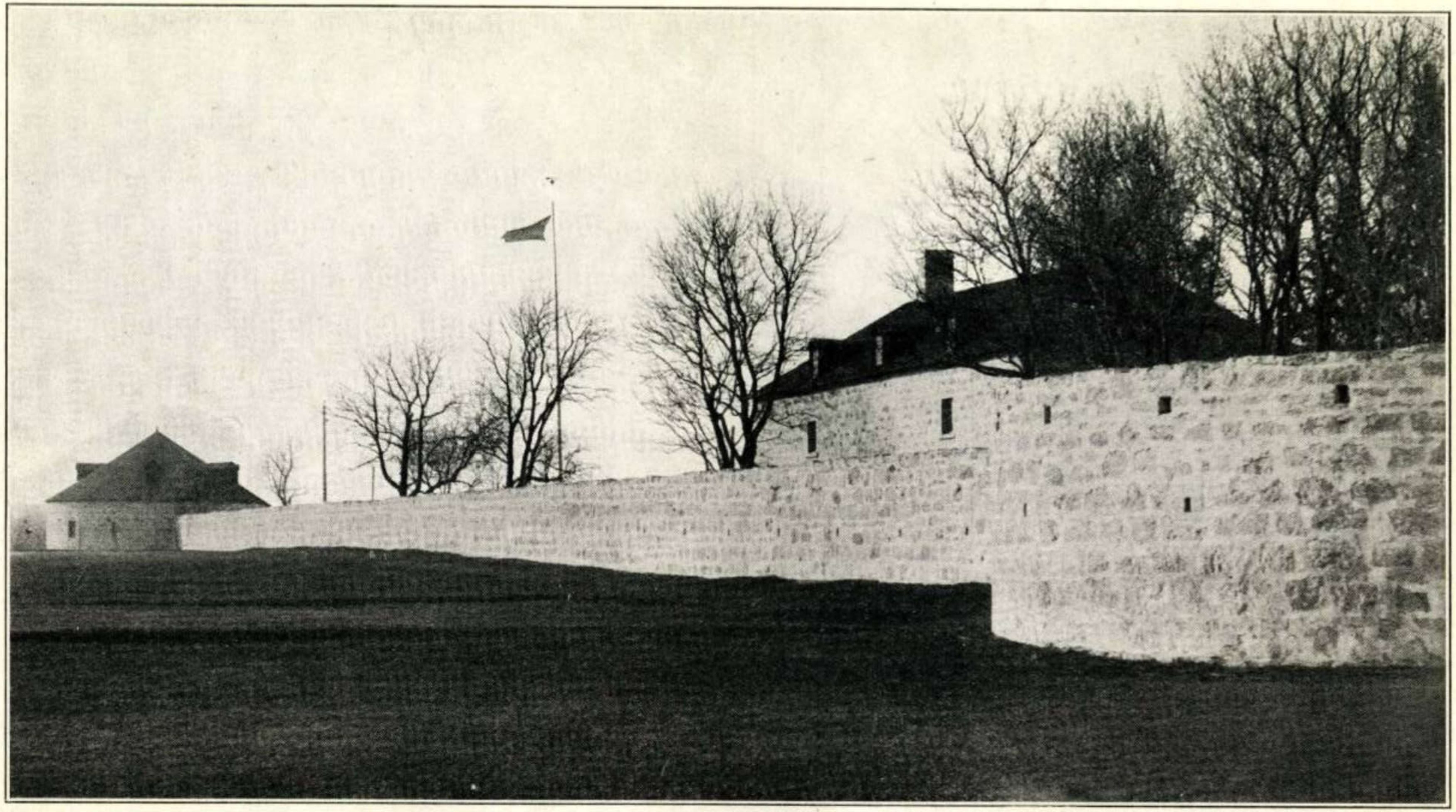
The meetings were in charge of Mr. Parker and Mr. Hargreaves, and much earnest work was done in discussing store problems and planning future policies of merchandising, control, and other matters pertaining to store business.

Conferences of grocery managers and furniture managers followed. The grocery departments of the lesser stores were represented by their respective store managers.

* * * * *

A successful conference of the controllers and accountants of our large stores was held at Winnipeg 18th to 20th May. Mr. P. A. Chester and Mr. Thomas Hargreaves welcomed the delegates, and, under the able chairmanship of Mr. G. F. Klein, much real progress was made toward the solution of problems common to all the stores.

Those contributing to these discussions included Messrs. Holmes, Lawrence, Wallick and MacKenzie, of the Winnipeg store; Mr. Martin, Vancouver; Mr. Warrington, Calgary; Mr. Thorlaksson, Edmonton; Mr. Horne, Victoria; Mr. Hughes, Saskatoon; and Mr. Gemmill, Canadian Committee Office.



(Photo by C. P. Dettloff, Winnipeg Tribune Photographer)

THE STONE FORT

Lower Fort Garry, South Walls and Bastions

This beautiful fur trade fort, situated eighteen and a half miles north of Winnipeg, is now one hundred years old. Its erection was commenced in the summer of 1831, under orders of Governor George Simpson.

Glimpses of the Barren Lands

By CAPTAIN THIERRY MALLET, Revillon Freres

OUR camp had been pitched at the foot of a great, bleak, ragged hill, a few feet from the swirling waters of the Kazan river. The two small green tents, pegged down tight with heavy rocks, shivered and rippled under the faint touch of the northern breeze. A thin wisp of smoke rose from the embers of the fire.

Eleven o'clock, and the sun had just set under a threatening bank of clouds far away to the northwest. It was the last day of June and daylight still. But the whole country seemed bathed in gray—boulders, moss, sand, even the few willow shrubs scattered far apart in the hollows of the hills. Half a mile away, upstream, the caribou skin topeks of an Eskimo settlement, fading away amid the background, were hardly visible to the eye.

Three small grey specks could be seen moving slowly above our camp—human shapes, but so puny, so insignificant looking against the wild rocky side of that immense hill! Bending down, then straightening up, they seemed to totter aimlessly through the chaos of stone, searching for some hidden treasure.

Curiosity, or perhaps a touch of loneliness, suddenly moved me to leave camp and join those three forlorn figures so far away above me near the sky line.

Slowly I made my way along the steep incline, following at first the bed of a dried-up stream. Little by little the river sank beneath me, while the breeze, increasing in strength, whistled past, lashing and stinging my face and hands. I had lost sight momentarily of the three diminutive figures which had lured me on to these heights. After a while a reindeer trail enabled me to leave the coulee and led me again in the right direction through a gigantic mass of granite which the frosts of thousands of years had plucked from the summit of the hill and hurled hundreds of feet below.

At last I was able to reach the other side of the avalanche of rocks, and suddenly emerged, comparatively in the open, on the brim of a slight depression, at the bottom of which a few dead willow bushes showed their bleached branches above the stones and the grey moss. There I found the three silent figures huddled close together, gathering, one by one, the twigs of the precious wood. Two little girls, nine or ten years old, so small, so helpless, and an aged woman, so old, so frail, that my first thought was to marvel at the idea of their being able to climb so far from their camp to that lonely spot.

An Eskimo great-grandmother and her two great-granddaughters, all three contributing their share to the support of the tribe. Intent on their work, or most probably too shy to look up at the strange white man whom, until then, they had only seen at a distance, they gave me full opportunity to watch them.

All were dressed alike, in boots, trousers, and coats of caribou skin. The children wore little round leather caps reaching far over their ears, the crown decorated with beadwork designs. One of them carried on the wrist, as a bracelet, a narrow strip of bright red flannel. Their faces were round and healthy, the skin sunburned to a dark copper colour, but their cheeks showed a tinge of blood which gave them, under the tan, a peculiar complexion like the colour of a ripe plum. Their little hands were bare and black, the scratches caused by the dead twigs showing plainly in white, while their fingers seemed cramped with the cold.

The old woman was bareheaded, quite bald at the top of the head, with long wisps of gray hair waving in the wind. The skin of her neck and face had turned black, dried up like an old piece of parchment. Her cheeks were sunken and her cheek bones protruded horribly. Her open mouth showed bare gums, for her teeth were all gone, and her throat, thin and bare as a vulture's neck, showed the muscles like cords. Her hands were as thin as the hands of a skeleton, the tip of each finger curved in like a claw. Her eyes, once black, now light gray, remained half closed, deep down in their sockets. She was stone blind.

Squatting on her heels, she held, spread in front of her, a small reindeer skin. As soon as the children dropped a branch beside her, she felt for it gropingly; then, her hands closing on it greedily like talons, she would break it into small pieces a few inches long, which she carefully placed on the mat at her feet.

Both little girls, while searching diligently through the clumps of dead willows for what they could break off and carry away, kept absolutely silent. Not only did they never call to one another when one of them needed help, but they seemed to watch each other intently whenever they could. Now and then, one of them would hit the ground two or three times with the flat of her hand. If the other had her head turned away at the time, she appeared to be startled and always wheeled round to look. Then both children would make funny little motions with their hands to one another. The little girls were deaf and dumb.

After a while, they had gathered all the wood the reindeer skin could contain. Then the children went up to the old woman and conveyed to her the idea that it was time to go home. One of them took her hands in hers and guided them to two corners of the mat, while the other tapped her gently on the shoulder.

The old, old woman understood. Slowly and carefully she tied up the four corners of the caribou skin over the twigs, silently watched by the little girls. Groaning, she rose to her feet, tottering with weakness and old age, and with a great effort swung the small bundle over her back. Then one little girl took her by the hand, while the other, standing behind, grasped the tail of her caribou coat. Slowly, very slowly, step by step they went their way, following a reindeer trail around rocks, over stones, down, down the hill, straight toward their camp, the old woman carrying painfully for the young, the deaf and dumb leading and steering safely the blind.

II

Dawn. The sun had hardly set when once more it flashed above the horizon, for we were still at the beginning of July. From the top of a hill where I had been lying, watching the country, the Barren Lands stretched northward indefinitely. Not a tree in sight. Rocks, more rocks. Huge plateaus covered with moss, then lakes—small ones, large ones—in every direction, a hundred lakes, all blue, gleaming in the sunshine. Exactly in front of me to the north, on the other side of a deep hollow shaped like a crater, a long narrow ledge of sand ran lengthways, forming the top of another hill only a few feet lower than mine. In a straight line, barely forty yards separated the two spots. Sheltered from the northwest wind behind a cairn of stones erected there by some roaming Eskimo hunter, I was completely hidden.

Suddenly, something caught the corner of my right eye as I watched the distant shores of a lake to my left. A lone wolf, a great big Arctic wolf, had silently appeared on the ridge and was standing, facing me, absolutely unconscious of my presence.

Scarcely daring to breathe, rigid, motionless, I watched the huge beast in the full glory of his strength and beauty. Pure white except for a black streak running from the forehead down the neck and the middle of the back to the end of the tail, I judged him to weigh one hundred and fifty pounds, and to be twice the size of a very large dog. Head erect, ears pointed, his tail curved down, the brush only an inch or so from the ground, he calmly gazed around him. His eyes had a bright gold tinge in them. They rested a second on the top of the cairn above my head, then swept farther away, past me, to the right.

After that, slowly he lowered his head, the muscles playing round his neck and shoulders, and sniffed disdainfully at the sand at his feet. Raising his head again swiftly, he pointed his muzzle straight up to the sky and began to howl. First a deep, low howl coming from far down his throat, then rising and rising until it reached a shrill, haunting note, ending abruptly in a short, sharp cry. Twice again, without moving from where he stood, he sent out that long, nerve-racking call.

Then, something in me snapped. I could not stand the tension any longer. I felt that I had to show myself. I refused to be peering any more through the crack between two stones. I wanted that wolf to see me. I wanted to be face to face with him.

Without a noise, in one movement I rose to my full height, stepping away from my hiding place. The wolf flinched slightly, his legs bending a little under him. The hair on the crest of his neck rose, his ears flattened back, and he bared his teeth in a noiseless snarl. For the space of a second, perhaps two, he remained there, looking straight at me. Then, with a mighty sweep of his legs, his body straightened like a bow. He flung himself backward over the ridge and disappeared like a ghost, without making a sound.

(Published by kind permission of The Atlantic Monthly.)

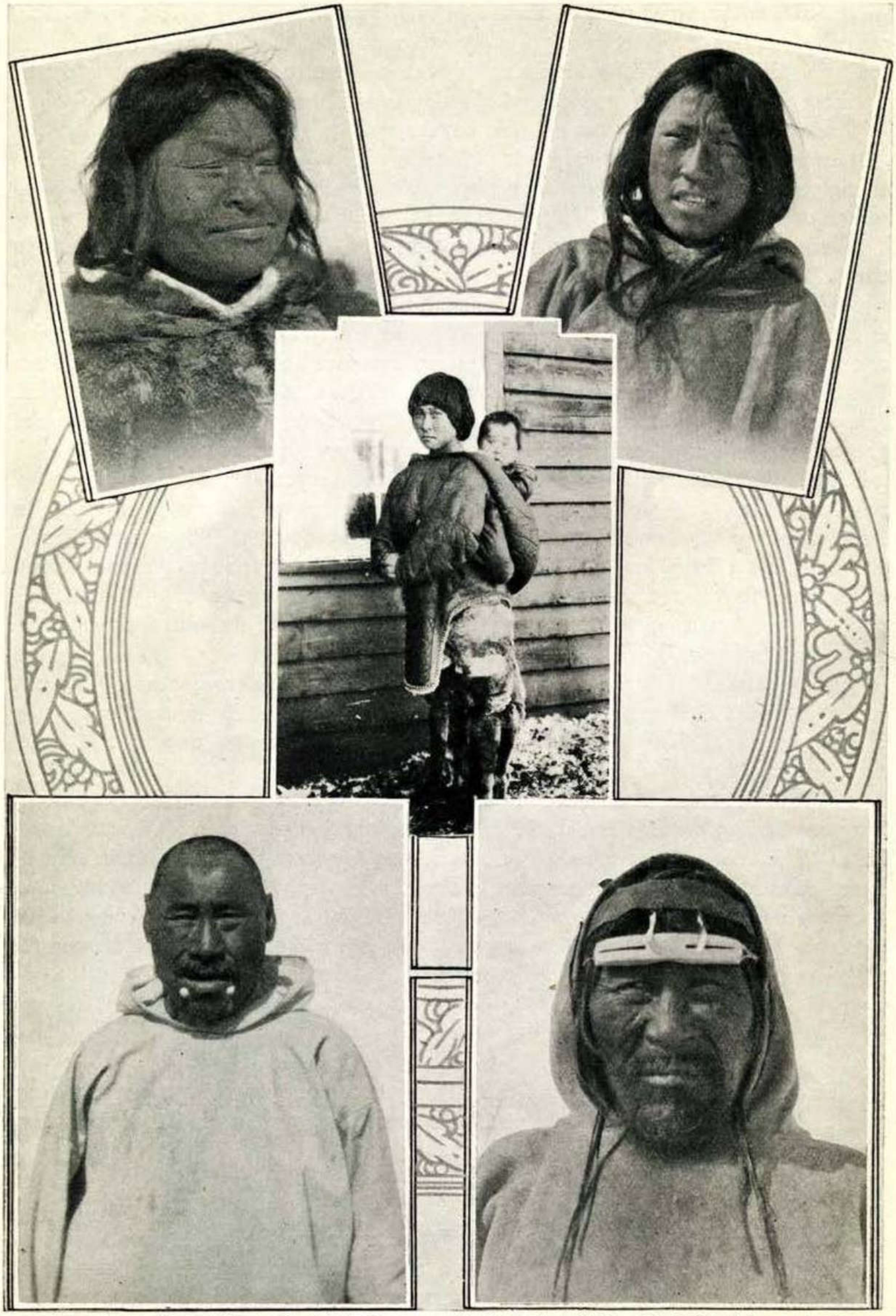
* * *

It's good to have money and the things that money can buy, but it's good, too, to check up once in a while and make sure that you haven't lost the things that money can't buy.—*George Horace Lorimer.*

* * *

There never has been devised, and there never will be devised, any law which will enable a man to succeed, save by the exercise of those qualities which have always been the pre-requisites of success, the qualities of hard work, of keen intelligence, of unflinching will.—*Theodore Roosevelt.*

Types of Canadian Eskimos



Lower pictures show natives wearing labrets (bone ornaments thrust through sides of lower lip) and snow goggles (Photos by late Chief Factor James L. Cotter, R.H.G. Bonnycastle and Wm. Gibson, Hudson's Bay Company)

Garraway's Coffee House

Compiled by K. E. PINCOTT
Archives Department, Hudson's Bay Company, London, England

IN January, 1672, at Garraway's Coffee House in London, England, the first public sale of furs took place. These were sold by auction, no doubt "by candle," a process of sale that was explained in March issue of *The Beaver*. Many distinguished guests are known to have been present—Prince Rupert, the Duke of York, and their friends—while it has been suggested that the poet Dryden, to whom the following lines are ascribed, was also present:

"Friend, once 'twas Fame that led thee forth
To brave the Tropic Heat, the Frozen North;
Late it was gold; then Beauty was the Spur,
But now our gallants venture but for Fur."

Our cover picture is intended to represent the second Garraway's (1672), which was destroyed by fire in 1748. An earlier Garraway's was destroyed in the Great Fire of London, 1666, while a later Garraway's, built subsequent to the second fire of 1748, existed until 1866.

Of the famous Garraway's Coffee Houses, let us see what is known.

Garraway's Coffee House, situated at No. 3, Change Alley, Cornhill, had a threefold celebrity: tea was first sold in England here, it was a place of great resort in the time of the South Sea Bubble, and was throughout a house of great mercantile transactions.

The original proprietor was Thomas Garway, tobacconist and coffee man, the first who retailed tea, recommending it for the cure of all disorders. The following is the substance of his shop bill:

"Tea in England hath been sold in the leaf for six pounds, and sometimes for ten pounds the pound weight and in respect of its former scarceness and dearness, it hath been only used as a regalia in high treatments and entertainments, and presents made thereof to princes and grandees till the year 1651. The said Thomas Garway did purchase a quantity thereof, and first publicly sold the said tea in leaf and drink made according to the directions of the most knowing merchants and travellers into those Eastern countries, and upon knowledge and experience of the said Garway's continued care and industry in obtaining the best tea, and making drink thereof, very many noblemen, physicians, merchants and gentlemen of quality have ever since sent to him for the said leaf, and daily resort to his house in Exchange-Alley, aforesaid, to drink the drink thereof; and to the end that all persons of eminence and quality, gentlemen and others, who have occasion for tea in leaf, may be supplied, these are to give notice that the said Thomas Garway, hath tea to sell from sixteen to fifteen shillings per pound."

Ogilby, the compiler of the Britannia, had his standing lottery of books at Garway's from April 7, 1673, till wholly drawn off; and in the "Journey Through England," 1722, Garraway's, Robins' and Joe's are described as the three celebrated coffee houses: the first, the people of quality who have business in the city, and the most considerable and wealthy citizens frequent; the second, the foreign banquiers, and often even foreign ministers; and the third, the buyers and sellers of stock. Wines were sold at Garraway's in 1673 "by the candle," that is, by auction while an inch of candle burns.

Swift, in his "Ballad on the South Sea Scheme," 1721, did not forget this coffee house:

"Meanwhile secure on Garway's cliffs,
A savage race by shipwrecks fed,
Lie waiting for the founder's skiffs,
And strip the bodies of the dead."

The reader may recollect with what realistic power of incident and character Mr. E. M. Ward painted, some twenty years ago, the strange scene in the alley; and his characteristic picture is, fortunately, placed in our National Gallery, as a lesson for all time. In the background is shown the Garraway's of 1720.

Dr. Radcliffe, who was a rash speculator, was usually planted at a table at Garraway's to watch the turn of the market. One of his ventures was five thousand guineas upon one project. When he was told at Garraway's that it was all lost, "Why," said he, "tis but going up five thousand pairs of stairs more." This answer, says Tom Brown, "deserved a statue."

Garraway's was long famous as a sandwich and drinking room, for sherry, pale ale, and punch. Tea and coffee were also served. It is said that the sandwich maker was occupied two hours in cutting and arranging the sandwiches before the day's consumption commenced. The large sale room was an old-fashioned first floor apartment, with a small rostrum for the seller, and a few commonly grained settles for the buyers; there were also other sale rooms. Here sales of drugs, mahogany, and timber were periodically held. Twenty or thirty property and other sales sometimes took place in a day. The walls and windows of the lower room were covered with auction placards.

The first Garraway's coffee house was destroyed in the Great Fire. The house was rebuilt, and again burnt in the fire in Cornhill in 1748; and again rebuilt, and finally closed August 18, 1866. The basement used as wine vaults was ancient, of fourteenth and sixteenth century architecture of ecclesiastical character, and had a piscina. It is remarkable that Garraway's, where tea was first sold, and the Angel at Oxford, where coffee was first sold, were both taken down in 1866.

* * *

Associate yourself with men of good quality if you esteem your reputation. There is but one straight course and that is to seek truth and pursue it steadily. —*G. Washington.*

Stand with anybody that stands right. Stand with him while he is right and part with him when he goes wrong.—*Abraham Lincoln.*

I expect to pass through life but once. If, therefore, there be any kindness I can show, or any good thing I can do to any fellow-being, let me do it now, and not defer or neglect it, as I shall not pass this way again.—*Penn.*

Youth Is Not a Profession

By CALLISTHENES

IT is customary in these days to pay extravagant compliments to youth. Girls barely out of their 'teens, young men not far advanced in the twenties, are allowed to lecture the world as though they had been born to superior wisdom. They are allowed to tell each other in the newspapers what wonderful people they are.

With all this we in this House have a certain amount of sympathy. This is a young business and it is attracted to all that is youthful in the nation as like draws to like. But we think this concert of flattery may sometimes be profitably interrupted with a voice speaking level common sense.

It used to be the first purpose in every young man and young woman to master a job. Their parents reiterated to them: "Get a trade at our fingers' ends!" "Get into a profession!" "Get through your apprenticeship—then you can do as you like."

It seems to us from our own experience of business in London that this advice, if nowadays it is as often given, is not as often taken. There appears to be less willingness among young folk to settle down to the mastery of a trade. They seem more reluctantly to adopt the status of learners. Too often they seem to think that they are entitled to as good a salary as the men and women of experience.

This is probably not so much a natural error as the outcome of the recent carnival of compliments to youth paid in print and in speech.

But error it is. Youth has the charm of the morning, of roses in the bud; but it is not a profession. The world which pays compliments to youth has a hard habit of paying its cheques to those who have mastered some trade or some profession. Economic payments are given for economic service, and youth, for all its charm, is not in itself an economic qualification.

Youth is an economic asset when it means courage, new ideas, enthusiasm, loyalty, imagination, energy. It is not an asset if it means discontent, slackness, indifference, instability.

But not even those most richly endowed with these assets should rely on them to see them through a rather exacting world. They must be trained, hardened and developed into some definite ability to render economic service to the world.

This is not as easy as some of youth's flatterers would have them believe. It means concentration. It means self-discipline. It means patience. It means a capacity for taking with good humour hours of failure and disappointment.

This may seem uninviting, but it leads to a happiness greater than that of merely being young. To be a recognized master of your job at thirty is a wonderful compensation for being no longer twenty.

(*Reproduced from London Times by courtesy of the author and Messrs. Selfridge & Company Limited.*)

A Company Indian

By ROBERT WATSON

A COMPANY Indian! How often have we come across this phrase without realizing its full significance? The Company Indian was evidently an Indian who had proved himself loyal to the Company and to whom the Company had become a kind of father-mother entity, whose word was law, who could do no wrong and who was considered all-powerful and almost infallible. The Company Indian of today is the Indian who consistently trades with the Company in bad or good times and whose faith in the Company always remains unshaken.

Several outstanding Company Indians loom up through the pages of the history of the Hudson's Bay Company. The first is perhaps Moses Norton, a notable character of his day, whose father was Richard Norton, governor at Fort Prince of Wales, and whose mother was an Indian. Moses Norton was not a full-blooded Indian and he seems to have inherited the bad qualities of both the white man and the Indian, but with them some of their finer qualities too, for he rose in the service to become governor of Fort Prince of Wales, as his father did before him, and proved a loyal and infatigable trader, ever on the fight for the Company and its furs.

It was in his time that the famous explorer, Samuel Hearne, went out in search of the unknown copper regions and landed finally at the mouth of the Coppermine river on the shores of the Arctic, the first white man to reach the Arctic overland. In recording this journey, one comes to the second famous Company Indian, Matonabbee, who, according to Samuel Hearne, was the son of a northern Indian by a slave woman, and at the time of Hearne's journey to the Coppermine river in 1771 was computed to be about thirty-five years of age.

Matonabbee's father died when he was young, and governor Richard Norton, the father of Moses Norton, of Fort Prince of Wales, according to Indian custom, had adopted Matonabbee as his son, but on Governor Norton's departure for England, Matonabbee was left to fend for himself.

Later on he was employed by the Company as a hunter. He became a master of the southern Indian language and acquired a smattering of English. He learned of the Christian faith but remained a pagan with strong beliefs in Indian magic and medicine. Notwithstanding this, he was said by Samuel Hearne to possess many good moral qualities in addition to a few bad ones, to be punctual in the fulfilment of a promise and scrupulously honest and truthful. In stature he was almost six feet tall and splendidly proportioned. His complexion was dark, but his face was not disfigured by the usual black cheek marking. He had features regular and agreeable, that were always an index to his mind.

Courageous in his travels, Matonabbee went unaccompanied into the country of strange Indians, a daring thing to do in those days. He travelled repeatedly in the country of the Athapuscow Indians and was instrumental in effecting the release of one Captain Keelshies and his companions when they were held prisoners by the Athapuscows, and after persistent visits and a continuous show of friendliness, he brought about a lasting peace and established a trade between the northern Indians and the Athapuscow tribe. It was this man who acted as guide to Samuel Hearne on the third and successful attempt to reach the Coppermine river from Fort Prince of Wales in 1771.

Samuel Hearne records meeting Matonabbee on 20th September, 1770, when returning from his second unsuccessful effort. Matonabbee was making for the same destination with furs and other articles of trade, and Hearne states that it was on Matonabbee's information and that of one I-dot-le-ezey that the final successful expedition was set on foot.

Matonabbee volunteered for the service as guide, and attributed Hearne's misfortune on the previous journeys to the expedition not having taken Indian women with them to carry their baggage and food. "When all the men are heavy laden," he said, "they can neither hunt nor travel to any considerable distance, and in case they meet with success in hunting, who is to carry the produce of their labour? Women," he added, "were made for labour; one of them can carry, or haul, as much as two men can do. They also pitch our tents, make and mend our clothing; in fact, there is no such thing as travelling any considerable distance, or for any length of time, in this country, without their assistance."

"Women" he said again, "though they do everything, are maintained at a trifling expense; for as they always stand cook, the very licking of their fingers in scarce times is sufficient for their subsistence."

Matonabbee was engaged, and Samuel Hearne was highly satisfied with his plans for the journey, extolling his keen penetration, his good judgment and extensive observation.

Matonabbee and his followers took their women with them as carriers, cooks, tent pitchers *et cetera*.

On their return to Fort Prince of Wales after the successful journey to Coppermine river, Matonabbee was made head of all the northern Indian nation and continued to render valuable service to the Company during his life in procuring fur in large quantities; more than any other Indian ever did or ever will do, Samuel Hearne informs us in his journal.

"His last visit to Prince of Wales's fort," says Hearne, "was in the spring of one thousand seven hundred and eighty-two, and he intended to have repeated it in the winter following; but when he heard that the French had destroyed the fort, and carried off all the Company's servants, he never afterwards reared his head, but took an opportunity, when no one suspected his intention, to hang himself."

Perhaps the third Company Indian to go down in history is the red man whose wise saying has been handed down for more than a century and a half. This unnamed Indian may perhaps have been our old friend Matonabbee, because one hundred and fifty years ago was just about the time Matonabbee would be doing his yeoman service in procuring furs. The speech that has been preserved was made to a band of Indians who had waited in vain for the promised arrival of some itinerant traders, and is as follows:

"Fools, why do you trust these white traders who come among you with beads, and fire water, and crucifixes? They are but as crows that come and are gone. But there are traders on the banks of the great lake yonder who are never absent, neither in our time nor in the time of our grandfathers and great-grandfathers. They are like the rock which cannot be moved and they give good goods and plenty and always the same. If you are wise, you will go hence and deal with them, and never trust more the traders who are like fleas and grasshoppers—here one moment and flown away the next."

Of another Company Indian there is a humble and unobtrusive record on a little headstone on a grave in the cemetery at York Factory. The inscription on this tombstone reads: "In memory of William Wastestecoot, a great hunter for sixty years. He paid his last debt in 1901, he spoke the truth and was held in esteem by all the officers he worked for. This stone is placed on his grave by one of them." This man was only a poor Indian, but typical of so many loyal Company Indians. It is recorded of him that he was a giant in stature and in courage in a land that had no mercy on either the strong or the weakling. He was a mighty hunter and time and again saved many a life through his prowess in the forest and did much at difficult times to relieve starvation at York Factory. A famous hunter, a good boatman, fisherman and voyageur, and in the coldest of weather used only a two-point Hudson's Bay blanket as his covering. He died in harness, being taken sick on a trip from Nelson to York Factory and falling by the wayside.

To western people, particularly in the valley of the Red river, perhaps Chief Peguis will be remembered as the most famous of the Company Indians.

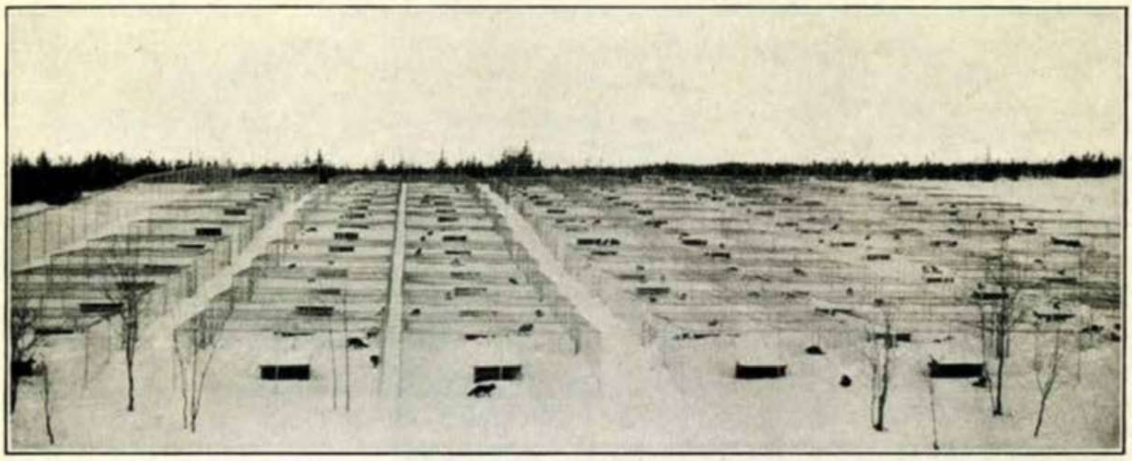
Peguis was chief of the Saulteaux Indians, who inhabited part of the land which is now contained in Manitoba and Saskatchewan, and he was noted for his friendship to the whites, particularly to the Selkirk colonists. Before and after the disastrous affair of Seven Oaks in 1816, when the survivors of the settlement were in grave danger of total annihilation, Pegüis, when he had little to gain and perhaps much to lose by so doing, gave them his material protection and the benefit of his great influence, thereby assisting in the perpetuation of the settlement.

In May, 1817, Lord Selkirk, whom the Indians called Silver Chief, started on his inland journey to the Red river. He met with the various Indian chiefs and was successful in gaining their confidence. His affability and fairness went far with the trustful red man.

The meeting was a memorable one. Peguis, the Saulteaux chief, made a very sensible speech, and the Assiniboin chief claimed his lordship as a true friend. The result of that meeting was that Peguis was one of the signatories to the treaty by which the Indians released the lands from any claims which they might have had.

His friendliness and his aid were appreciated and recognized, and the chief proudly carried about with him a letter from Lord Selkirk testifying to his great services. This was supported later by a letter written by Sir George Simpson on a square of buffalo hide.

Today the Company Indians still obtain. Their fathers and grandfathers traded their fur catches with the Company, and they in turn continue the custom, and are proud of the privilege of a credit of food, clothing, traps and ammunition, which they pay off in the springtime from the results of their winter hunt.



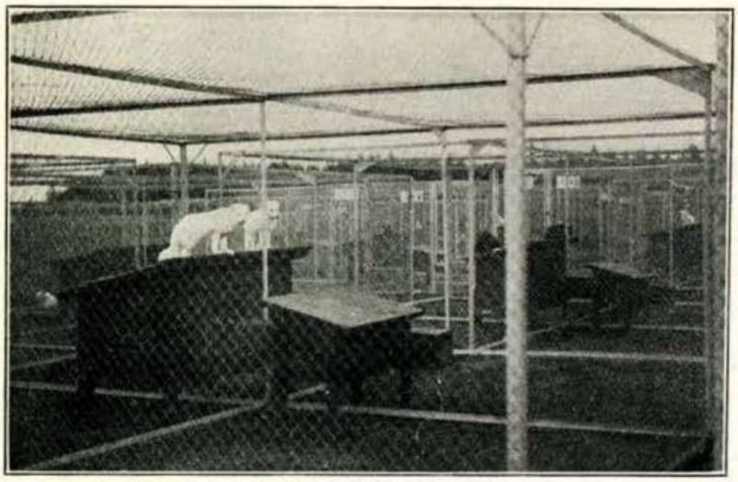
Raising Foxes for Fur

By J. ERIC LOVE,
Manager of Hudson's Bay Company Mingan Fur Farms

IN 1836 the Mingan islands came into the possession of Hudson's Bay Company. This group is located along the north shore of the Gulf of St. Lawrence, and contains twenty-five islands ranging in size from a large rock in the sea to about eight square miles. They are densely wooded with small spruce and thick underbrush. They have not been populated, except by roving Indians and campers, since 1690, when Sir William Phips burned a cod and seal fishing establishment on St. Genevieve island, until 1929, when the Company established a modern fox ranch on Esquimo island. At first only silver foxes were ranched, but after good success with them, whites, blues, reds and crosses were added, as well as some mink. Now the Company has quite a large, diversified fur farm where formerly only wild life was known.

Ranching foxes is one of the most interesting occupations there is if a person likes animals. Each fox has a different personality of its own. Some are tame and will eat out of one's hand, while some are so shy they hide themselves when the food is being put in their pens. Others are wild and almost vicious, and all have one or more of these qualities in varying degrees. Then again, two silver foxes are very seldom alike in the fur. Some will have more silver than others; some larger brushes and tips than others; some have coarser fur than others, or they may have longer guard hairs, heavier underfur or better colour. Very often a family of foxes will have certain characteristics which make it possible for ranchers to pick out its members without referring to his records.

The feeding is not so simple as it may sound to some people. It has to be done twice a day every day in the year, and that, with the preparation of the food, takes much of the rancher's time. It must be decided what foods should be fed in the different months of the year, and in what quantities. Different foods have different effects on foxes, and what is fed in one month may be altogether wrong for another. Pups are fed through the summer to promote a full healthy growth, so that by fall they are in the best possible physical condition. During this time the adults are carried along on a much different ration, as



White and Silver Foxes

they are fully grown. In the early winter they are all fed to induce mating, with the object of large litters in mind. After the female becomes pregnant, it is necessary to change the food and feed them so that the mother fox will have a plentiful supply of milk for her young when they arrive. When the young are from three to four weeks old, they are given worm medicine, and then removed with their mothers to coops or sheds. Here they have greater protection from the different forms of parasitic life which prey upon them. When they are six weeks old, they are eating for themselves, and the mother is then returned to her pen to await the next breeding season, which occurs only once a year.

Raising the young foxes is really the most interesting part of the work. After the mothers are removed, the pups must be watched constantly to see that each one is getting its share of the food. Some are quite ravenous and greedy, and will start eating as soon as their food is in front of them, while others, even in the same family, may wait till the feeder is out of sight before coming to eat. Then they are sometimes beaten off by the greedy ones till there is practically nothing left for them. In cases of this kind, it is necessary to separate these pups to make sure that the shy ones get enough to eat. Large litters are always divided so that no more than four pups are in the same coop. It is necessary to keep a record of these separations for pedigree purposes. Care must be taken that the proper food is given to promote healthy growth and avoid rickets. Young foxes sometimes become victims of certain forms of parasites, and they must be watched closely for signs of these. If any are noticed, the sufferers are treated with medicines to counteract them. Their coops must be cleaned and disinfected frequently as a preventative against infection. Science and research have greatly helped the fox rancher and losses among ranch-bred foxes are much lower now than formerly.

In the autumn the young are tatooed in the ears with certain markings in indelible ink. As no two markings are alike, they, with the corresponding records that are

Silver Male Paired with Red Fox

kept, identify the fox for all time, no matter where it may be moved. All the animals, young and old, are then inspected and the breeders that are wanted for the following year are chosen from the best animals. These are paired according to colourings, with their family histories as a background, and each pair is given a separate pen, which they usually occupy as long as they live. Adult pairs that produced good litters the year before are left together in their own pens. Those that do not measure up for breeders are put in other pens, where they are specially fed for pelting when their pelts are prime. This is done in December and January, and it is a very unpleasant task killing the animals that you've seen and cared for practically every day since they were born, but that is the idea of raising them and it has to be done. It is accomplished in a very humane manner by injecting a drug into the heart with a hypodermic syringe. This drug paralyses the heart and the animal drops dead without the least pain or struggle. The pelt is then removed and prepared for sale. At one time it was thought that ranch-bred foxes would be much inferior to the wild fox in quality of fur, but for several years now they have been bringing the top prices at most fur auctions, and it is certain that they are of a much higher average value.

During the breeding and whelping periods, it is necessary to keep the ranch as quiet as possible, and it is closed to everyone then except the men who actually do the feeding. A close watch is kept and when matings or signs of matings are observed a record is made of it. From that the date of birth can be told to the day.

Opening the houses for the first inspection of the pups is a job that gives some disappointments and some pleasant surprises. Hopes run high at this time, but pups are not always found where they are expected, as sometimes the parents' instinct prompts them to kill their young to protect them from any possible danger. On the other hand, large healthy pups are sometimes found where least expected. Litters range in size from one to eight for silver foxes, and as high as fourteen for whites and blues. They will average between four and five. If an increase of one hundred percent or more is obtained over the whole ranch, it is counted as a successful breeding season. In fox ranching, as in many other enterprises, it is very unwise "to count your chickens before they are hatched."

Fox ranching has now been carried on for about thirty years, and has made a great deal of money for some people, and lost considerable for others. The losses, though, should be blamed more on the lack of proper business judgment and knowledge of the animals than on the animals themselves. It requires a large amount of money and much patience, as well as good judgment and animal knowledge, to make a success. After that, a good market is needed for the pelts, as they are the only means of returning the investment.

In the summer many tourists pass Esquimo island on the steamers that carry mail and freight along the coast. They are always much interested in the fox ranch, and ask if they may come to see the animals. The white buildings, with the ranch behind set between two high rocky cliffs with green trees as a background, make a very favourable impression on them after viewing the barrenness of most of this corner of the world.

The Indentured Apprentice

THE said . . . shall not be paid or remunerated by the said . . . for services rendered during the said term (3 years) . . . He shall not contract matrimony within the said Term, nor play Cards or Dice Tables . . . he shall not haunt Taverns or Playhouses."

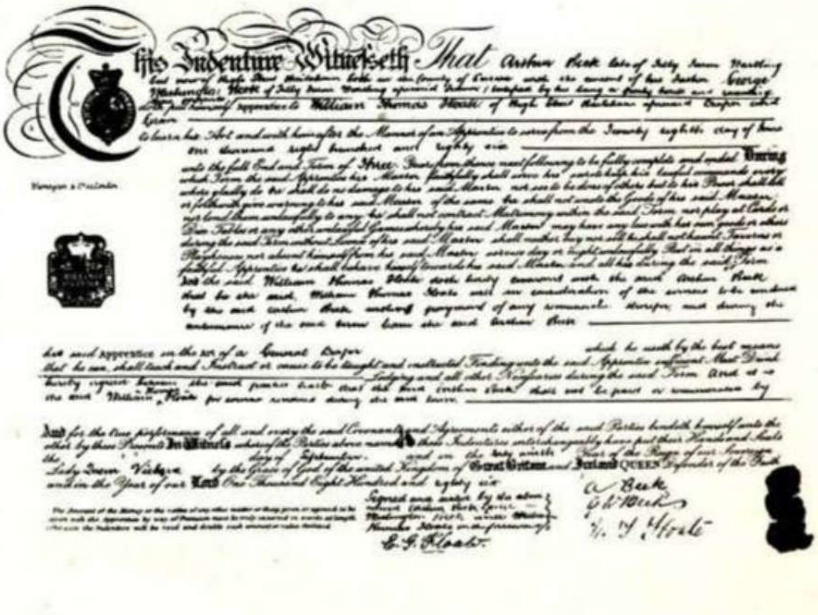
Such is part of the indenture that many of our present-day department store managers, who served their apprenticeship in London and other English cities, had to sign if they would become drapers.

Many can still recall, with mingled feelings, the living-in, the long hours of work, the stern discipline, the rules and regulations, as well as the penalties inflicted for any slight breach of same, together with the frightful economies that had to be practised to make ends meet; the days of no wages, when sometimes the parent of the apprentice had even to put up a premium for the privilege of having his son develop into a haberdasher.

A copy of the indenture of a gentleman in Winnipeg, made in England, is reproduced here. It is dated 1886 not so very long ago, yet one can hardly conceive of any parent signing such a document or any youth becoming a party to such an arrangement in these days. But they did train good dry-goods men in the yester-years and most of them who have survived the ordeal will freely admit that they became all the better managers because of the strict discipline and the severe training they underwent.

The indenture makes strange and interesting reading and for the benefit of our younger salespeople we transcribe it:

THIS INDENTURE WITNESETH That Arthur Beck late of Tilly Farm Wartling but now of High Street Hailsham both in the County of Sussex with the consent of his Father, George Washington Beck of Tilly Farm Wartling aforesaid Farmer (certified by his being a party hereto and executing these presents) doth put himself Apprentice to William Thomas Floate of High Street Hailsham aforesaid Draper and Grocer to learn his Art and with him after the Manner of an Apprentice to serve from the Twenty eighth day of June One thousand eight hundred and eighty six unto the full End and Term of Three Years from thence next following to be fully complete and ended DURING which Term the said Apprentice his Master faithfully shall serve his secrets keep his lawful commands every where gladly do he shall do no damage to his said Master nor see to be done of others but to his Power shall tell or forthwith give warning to his said Master of the same he shall not waste the Goods of his said Master nor lend them unlawfully to any he shall not contract Matrimony



within the said Term nor play at Cards or Dice Tables or any other unlawful Games whereby his said Master may have any loss with his own goods or others during the said Term without Licence of his said Master shall neither buy nor sell he shall not haunt Taverns or Playhouses nor absent himself from his said Master service day or night unlawfully But in all things as a faithful Apprentice he shall behave himself towards his said Master and all his during the said Term

And the said William Thomas Floate doth hereby covenant with the said Arthur Beck that he the said William Thomas Floate will in consideration of the services to be rendered by the said Arthur Beck without payment of any remuneration therefor and during the continuance of the said term learn the said Arthur Beck his said Apprentice in the Art of a General Draper which he useth by the best means that he can, shall teach and Instruct or cause to be taught and instructed Finding unto the said Apprentice sufficient Meat Drink Lodging and all other Necessaries during the said Term And it is hereby agreed between the said parties hereto that the said Arthur Beck shall not be paid or remunerated by the said William Thomas Floate for services rendered during the said term.

AND for the true performance of all and every the said Covenants and Agreements either of the said Parties bindeth himself unto the other by these Presents IN WITNEFS whereof the parties above named to these Indentures interchangeably have put their Hands and Seals the day of September and in the Forty ninth Year of the Reign of our Sovereign Lady Queen Victoria by the Grace of God of the united Kingdom of GREAT BRITAIN and IRELAND Queen Defender of the Faith and in the year of our LORD One Thousand Eight Hundred and eighty six.

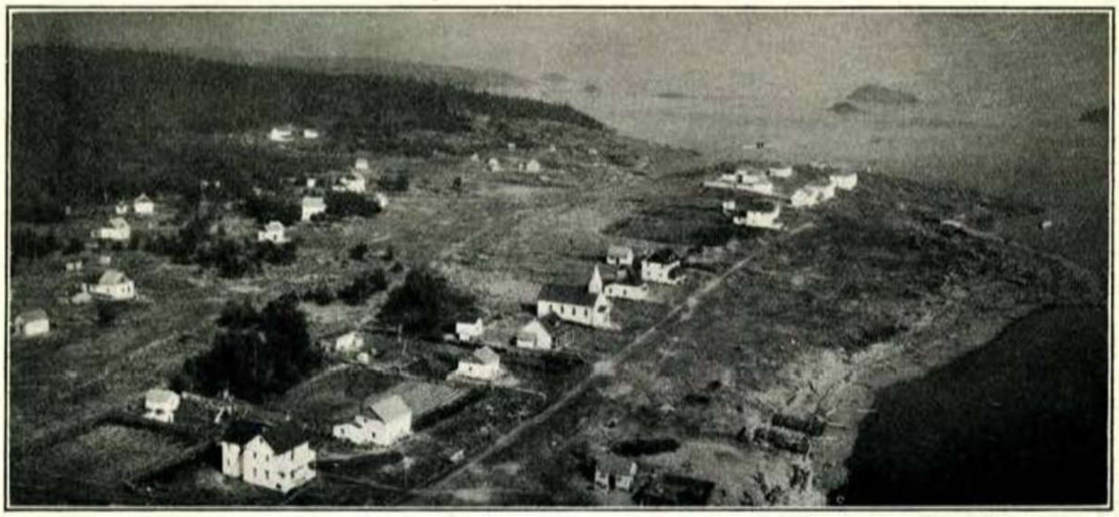
After all, there was hardly any need for so many pledges, and the contract was not so hard to keep; for what apprentice would have the temerity to bind himself in the holy bonds of matrimony, or play cards or frequent the dice tables, or haunt taverns and playhouses, on the sum of nothing a week.

On the subject of apprentice indentures, the writer has before him a copy of the Fur Trade apprentice agreement made between the Hudson's Bay Company and R. M. Ballantyne, the famous writer of boys' stories, dated 1841. Ballantyne, it will be recalled, served the Company for six years. A paragraph or two of this, quoted by way of comparison, might be of further interest:

" . . . and for the Term Five years to be computed from the said Embarkation, and for such further time as hereinafter mentioned and faithfully serve the said Company as their hired Servant in the Capacity of Apprentice Clerk and devote the whole of his time and labour in their Service and for their sole benefit, and that he will do his duty as such and perform all such work and Service by day or by night for the said Company as he shall be required to do and obey all the orders which he shall receive from the Governors of the Company in North America or other their Officers or Agents for the time being. And that he will with courage and fidelity in his said station, in the said Service, defend the property of the said Company and their Factories and Territories and will not absent himself from the said service nor engage or be concerned in any Trade or Employment whatsoever except for the benefit of the said Company and according to their Orders And that all goods obtained by Barter with the Indians or otherwise which shall come to the hands or possession of the said Robert Ballentyne shall be held by him for the said Company only and shall be duly delivered up to the said Governors or other officers at their Factory or Trading post without any waste, spoil or injury thereto . . . "

" . . . the said Robert Ballentyne shall receive from the said Company after the rate of Twenty Pounds for the first Year, Twenty Five Pounds for the second Year, Thirty Pounds for the Third Year, Forty Pounds for the fourth and Fifty Pounds for the fifth year........................per annum to commence on the day of his embarkation for........................as aforesaid & up to the day of his embarkation from thence for Europe in one of the Ships of the said Company's Service . . . "

The Fur Trade apprentice of ninety years ago, it will be noticed, fared not so badly, for he had a certain annual remuneration. His difficulty in the wilderness was finding something to spend it on. With this, another of the *good-old-days* stories proves not so good from the modern viewpoint.—*R.W.*



Fort Chipewyan *(Photo by Royal Canadian Air Force)*

Hudson's Bay Company Posts

Mackenzie River-Athabasca District

NO. 2—FORT CHIPEWYAN

By GEORGE PENDLETON, Hudson's Bay Company, Athabasca District

FORT Chipewyan is situated on a rocky point on the north shore and near the western end of Lake Athabasca. From the lake it presents a fine appearance. Stores and warehouses, churches and mission schools fringe a sweeping section of the deeply indented lake shore, and behind them rise bold outcroppings of granite, its warm hue contrasting sharply with the deep green of the forests beyond.

Peter Pond was the first known white man to visit the Lake Athabasca region, and in 1788 he built a post for the North-West Company some forty miles from the mouth of the Athabasca river near the junction of the Embarass river, then the main channel of the delta. Shortly afterwards John Ross opened an establishment in the vicinity for the Hudson's Bay Company. Then, in the same year, Roderick MacKenzie, cousin of the celebrated explorer and an officer of the North-West Company, built the first Fort Chipewyan on the south side of the lake at what is now known as "Old Fort Point." It was from this place that Sir Alexander MacKenzie set out in 1789 on his journey to the Arctic Ocean by way of the great river that now bears his name, and from the same place, in 1792, he set out by way of the Peace river to arrive ultimately at the Pacific Coast. This post was moved to its present location at the end of the eighteenth century.

In 1802 Peter Fidler, of the Hudson's Bay Company, built a trading post near Fort Chipewyan (or, as David Thompson called it when he visited the locality in May, 1814, "Athabasca House"). Fidler's post, which he named "Nottingham House," was built on English island in front of the present post. In 1806 the Hudson's Bay Company left the lake, but resumed trade again in

1815 and erected a post on Coal, now Potato, island. This place was called "Fort Wedderburn." When the rival companies united in 1821, the buildings of the North-Westers (Fort Chipewyan) were retained and the site and name has been continuously used.

Fort Chipewyan was for generations the great depot and distributing centre for the Athabasca, Peace River and Mackenzie River regions. It was held in great esteem by Sir George Simpson, for it was in its vicinity that he gained his first practical knowledge of the fur trade. For many years it was the headquarters of the Athabasca district.

For some months in the spring of 1820, and again in 1825, Sir John Franklin stayed at Fort Chipewyan while engaged in his first and second expeditions to locate the Northwest Passage. In his journals the great explorer refers at length to life at the post, and dwells on the kindness he experienced at the hands of Messrs. Keith and Black, of the North-West Company, and Messrs. MacDonald and Colin Robertson, of the Hudson's Bay Company.

The present buildings, largely the creation of Chief Factor Roderick MacFarlane about the year 1872, are strongly built of solid timber in the traditional "fort" style.

The country around Fort Chipewyan abounds in large shallow lakes, which form ideal breeding places for all varieties of waterfowl.

Present-day Chipewyan stretches its length far along the lake shore. The residential building and church of the Roman Catholic mission are prominent in the picture. Near the fort is the Anglican Church and the residence where former Anglican bishops of the Mackenzie diocese have lived.

The first impression of the settlement is that it lacks agricultural possibilities; yet, in what was formerly a muskeg, priests of the Roman Catholic mission grew wheat which was awarded a championship medal at the Philadelphia Centennial Exposition in 1876.

Fish abound in the lake and commercial fishing has been pursued for some years. Timber of large size is also plentiful.

Within the past fifty years, officers in charge of Athabasca district who have had headquarters at Fort Chipewyan have been: Chief Factor Roderick MacFarlane, James McDougall and Dr. Wm. McKay.

Post managers during recent years have been: Pierre Mercredi, George Deves, Angus Brabant, B. F. Cooper, J. J. Loutit, and Richard Hooker, the last named being the present manager in charge.

The native population contiguous to the fort numbers over five hundred, and consists of Chipewyan and Cree Indians.

* * *

Stand off by yourself in your dreaming, and all of your dreams are vain;
No grandeur of soul or spirit can man by himself attain.
It is willed we shall dwell as brothers; as brothers then we must toil;
We must act with a common purpose as we work in a common soil.
And each who would see accomplished the dreams that he's proud to own,
Must strive for the goal with his fellows, for no man can do it alone.

—*Exchange.*

HBC Tobacco in History

By J. C. ATKINS, Hudson's Bay Company, Montreal

IN those early days when first the ships of the Governor and Company of Adventurers of England appeared upon the shores of Hudson Bay, when hardy adventurers from overseas, braving the dangers of unknown waters in their small but sturdy vessels, penetrated into country that was then unexplored, tobacco was one of the staple commodities that formed part of their cargoes. Very different in appearance from most of the varieties used today, though the type still exists. Twist of the diameter of a man's little finger, in rolls weighing eight or ten pounds each, packed in large casks containing about eight hundred pounds per hogshead . . . in such manner it came to these lands.

There is an entry in one of the old invoice books preserved in the archives of the Hudson's Bay Company which tells of a shipment in the year 1684 to Port Nelson by two of their ships, *The Happy Returne* and the *Lucey*.

Another relates the story of how the supplies of tobacco, arriving late in the Port of London, were, "After verry much trouble and paines all the day," taken from the incoming vessel and transferred to those which had already set sail on their long voyage westward. That was in the year 1691.

In that same year Henry Kelsey, exploring from Port Nelson into the prairie country, wrote in his diary of the use of tobacco and the ceremonies of the pipe that he observed among the Indians whom he encountered.

Great care was taken to ensure that the tobacco used by the men was of the best quality obtainable; and in another of the old books are found instructions being given on October 29, 1707, to purchase "Tobacco of the Choicest and Sweetest Smell."

For over two centuries since then, the same standards of quality and choiceness have been maintained, but during that period a change in taste has come about, necessitating changes in the preparation of the tobacco and its presentation in a form ready for the pipe, especially to meet the conditions of town life.

The Beaver, June 1925 issue, contained a brief account of the birth of Imperial Mixture, which will bear repeating here.

"In 1892 a group of Hudson's Bay officers in the then small city of Winnipeg, not long emerged from the chrysalis condition of a fur trade post which bore the historic name of Fort Garry, was consulted on what at the time was looked upon as a matter of mere personal interest, but what with the passing years has become nation wide in its importance and popularity.

"They were asked to try many samples, mixtures and compounds from which it was hoped to discover what would prove a tobacco that would soothe, comfort and satisfy men who like a good smoke. While on their long journeys by dog teams and snowshoes over snow-covered wastes and wildernesses, during long arduous trips on the great waterways to the North over rapids and across dreary portages, they had no doubt on many occasions found tobacco a friend indeed in the long, silent nights by camp fires or in log cabin.

"What was desired was a tobacco that would take the place, and prove in every way the equal, of the splendid tobaccos which could at times be obtained from England and Scotland, but which they had so often to do without, owing to the uncertainty of freight and the long intervals between arrivals at the lonely outposts of the North.

"Many samples of varying blends and mixtures were tried, and finally one was chosen by those seasoned smokers as being in every way equal to, if not the superior of, the best imported varieties.

"Those Hudson's Bay officers included pioneers of vast experience of life in all its phases—wilderness, country and city—and qualified, if ever any men were, to sit in judgment and to make a sure choice of a perfect tobacco best suited to meet men's needs as well as desires.

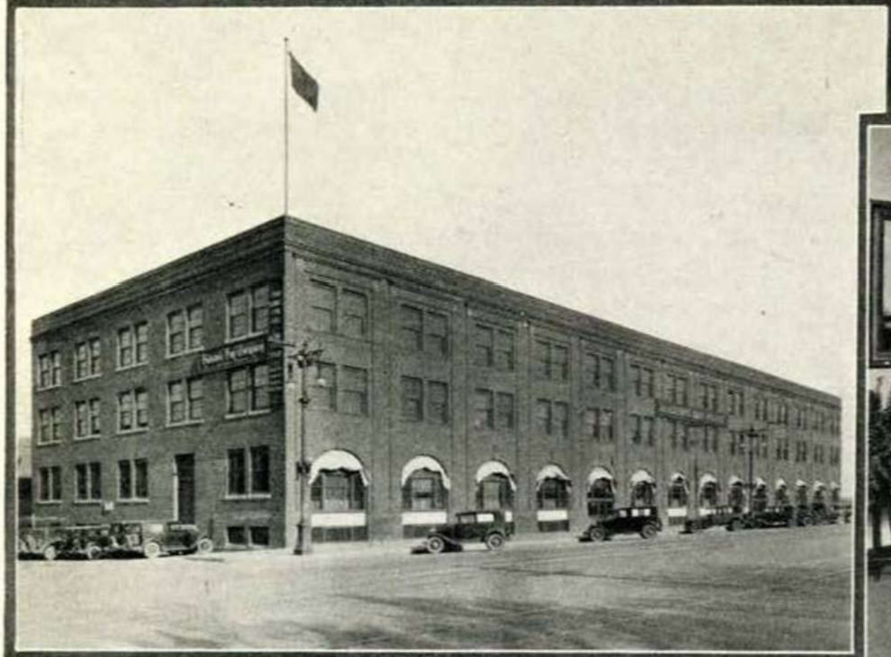
"Being officers of a British company which operated over tremendous areas of Canadian territory, and all of them Empire builders, they adopted the word 'Imperial' for their discovery, and 'Imperial Mixture' is the name by which this tobacco became known and is now famous."

"Imperial Mixture" today is made in the same factory as that which has produced the blend for many years past, and the chief thereof is the same man who created the mixture first adopted by the Company's officers in 1892. Its preparation is a matter of just as much care and skilful manufacture now, as it was then. Naturally, the formulae are unique, though the various types of leaf utilized are public knowledge. The same expert knowledge of the highest grades of tobacco still guides the workers in the selection of the leaf and in the various processes by which the final result is obtained.

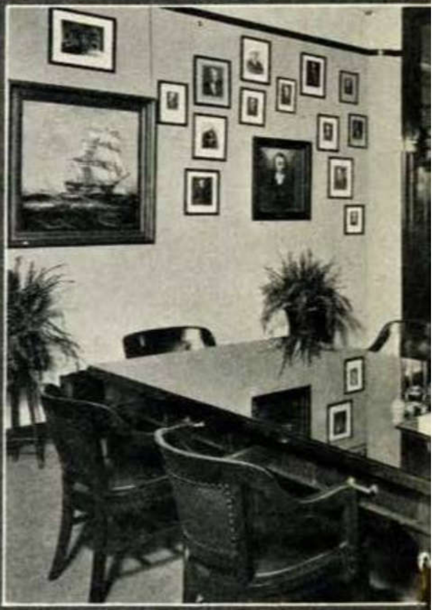
Those men of the Hudson's Bay Company who met together in 1892 to choose the tobacco they would smoke may not have had all the modern scientific inventions to assist them in their task, but their palates told them when they had found the best, and only at a later day was science able to prove how superb was their choice.

A Pair of Happy Huskies

HUDSON'S BAY H



HUDSON'S BAY HOUSE



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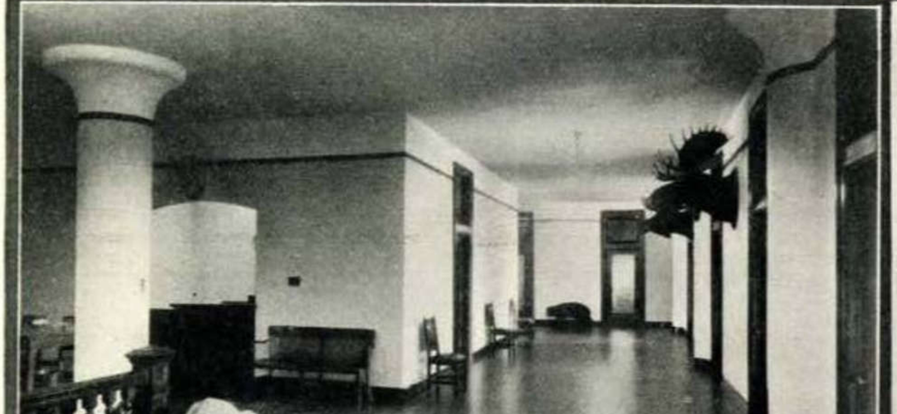

ENTRANCE TO OFFICES OF FUR TRADE COMMISSIONER

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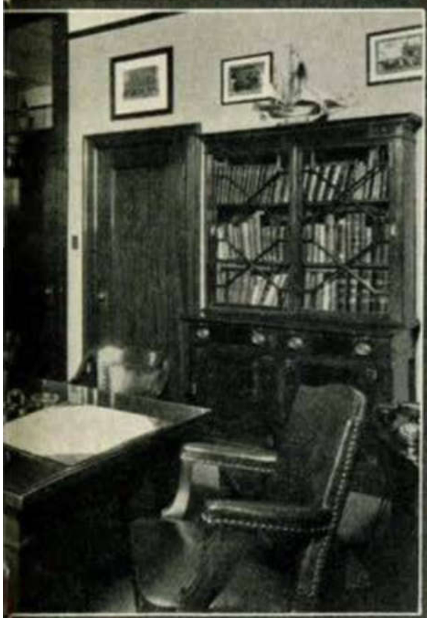

DIAN COMMITTEE

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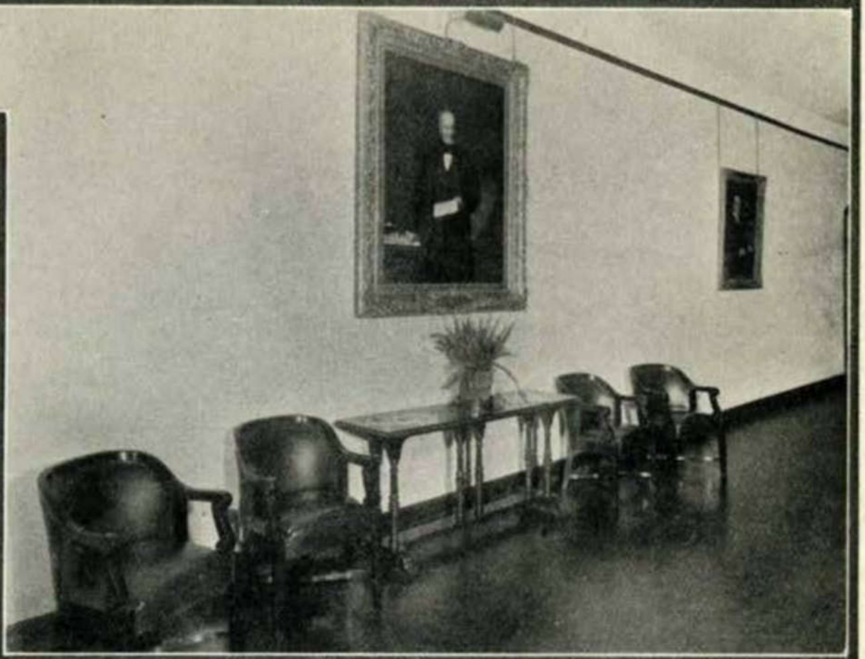
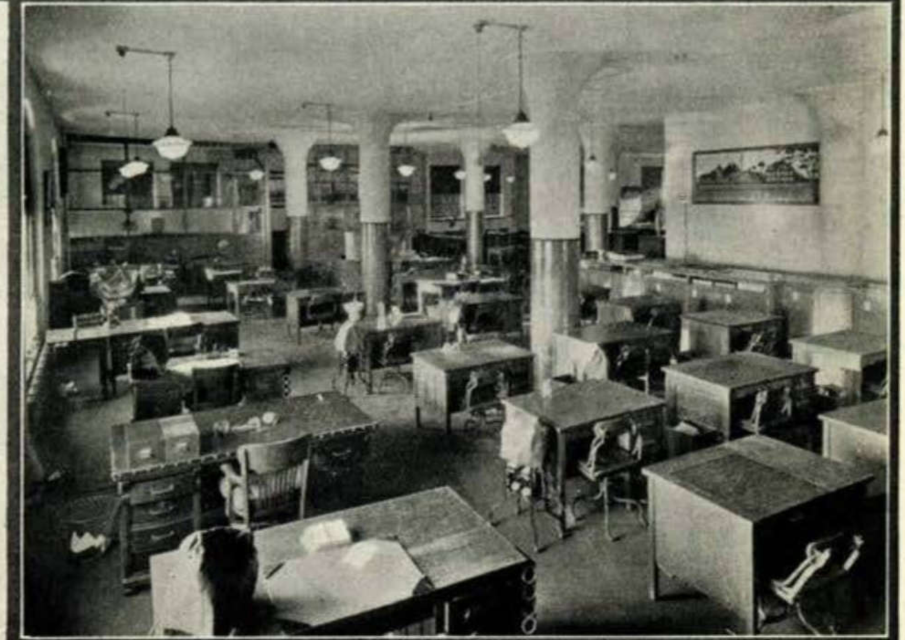
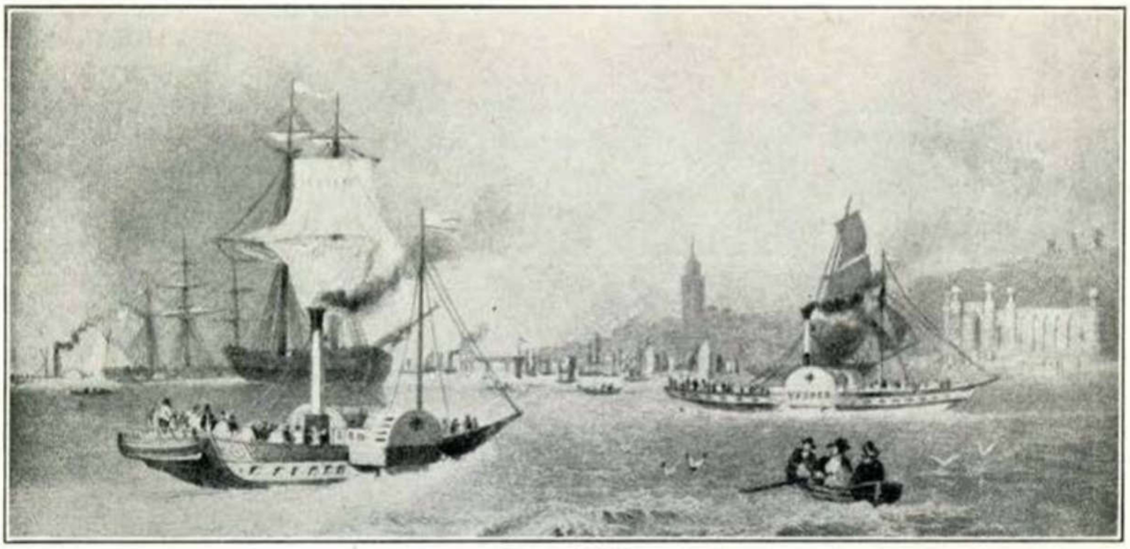


ENTRANCE HALL, CANADIAN COMMITTEE OFFICES



LAND DEPARTMENT GENERAL OFFICE



Gravesend 1835

The Steamboat Vesper

THE Company's historical calendar for 1927 portrays the Hudson's Bay Company sailing ships *Prince Albert* and *Prince Rupert* parting company off Mansel Island, Hudson Bay, on 31st July, 1845. A note on the legend taken from the Company's records shows the following minute for Saturday, 7th June, 1845, relative to the departure of the two ships:

"Present—Sir J. H. Pelly, Bart., Govr.; H. H. Berens, A. Chapman, A. Weynton, Esqurs.

"The Committee met on board the steamboat *Vesper* and proceeded to Gravesend where they went on board the *Prince Albert* and after signing the General Letter and the sailing instructions of the Captains and paying the ship's Company a month's wages, delivered to Captain Royal the packet for Moose Factory and also the Ship's Packet.

"The Committee then went on board the *Prince Rupert*, paid the Ship's Company a month's wages and delivered to Captain Herd the Packet for York Factory, and also the Ship's Packet, after which the Committee adjourned."

Because of this connection with the Hudson's Bay Company, the above reproduction from a contemporary engraving entitled "Gravesend 1835," which appeared in *The P.L.A. Monthly*, the magazine of the Port of London Authority, February, 1927, is of interest.

The steamboat *Vesper* is here shown on one of her journeys to Gravesend.

It was on the 27th of August, 1835, that the Company's S.S. *Beaver*, under sail, with her engines stowed in her hold, left Gravesend for Fort Vancouver, Washington, via Cape Horn, and it needs no great stretch of imagination to picture Sir John Henry Pelly, Bart., and Benjamin Harrison, then Governor and Deputy Governor of the Company, with other members of the Committee, on board the *Vesper*, ready to bid the little *Beaver bon voyage* and God speed, just as it is recorded in 1845 of the sailing of the *Prince Albert* and *Prince Rupert*.

Our Fur Storage at Winnipeg

By T. F. REITH, Winnipeg Store

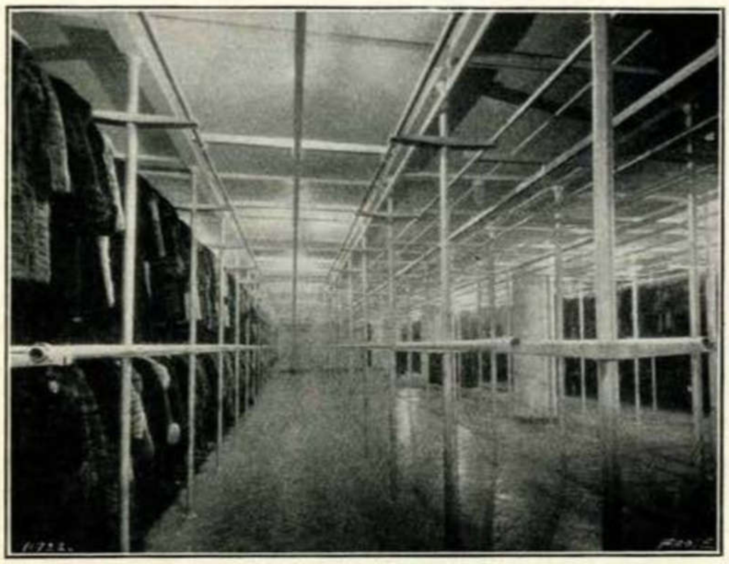
MODERN, cold air fur storage! How different from the old-fashioned moth ball, hit-or-miss methods that were all *my lady* had to rely on when summer arrived and her fur garments had to be laid aside! How pleasant the prospect of perfectly conditioned garments when she comes to use them again, compared with the misgivings and heart-breaks over possible damage by insects, heat, moisture, fire and even loss by theft!

To keep abreast of the times, the Company has constructed on the sixth floor of the Winnipeg store the largest and most up-to-date fur storage vault in western Canada; in fact, it ranks among the finest in the world, and is in every way in keeping with the equipment of western Canada's finest store. It was opened for service early in 1930, and during last summer was used by thousands of Winnipeg people.

The vault provides storage room for 12,000 garments, each on a separate hanger, easily accessible at all times.

When a customer desires to store her furs during the hot months, she banishes all thoughts of moth balls, moth bags and stuffy cupboards. A 'phone call to the fur department is all the trouble she need take. Our wagon calls for the garment, and it is taken to a section of the sixth floor where competent employees thoroughly clean it by compressed air. It is registered and card indexed. A receipt is mailed to the customer, giving the storage number of her garment, and the garment is placed in storage so as to be instantly available when wanted the following fall.

By a system of letters and numbers on the fur racks and the garments, the location of every coat is known to the attendants. This careful and scientific filing is absolutely necessary, for it has been found by past experience that the first cold snap sees a demand for the return of hundreds of coats in one day. The garments are returned uncrushed, with their original beauty retained; in fact, an improvement in their appearance is often noted, due to the rest in an atmosphere conducive to retaining the life and lustre of fur.


Winnipeg Fur Storage Vaults

A visit to the vaults provides an interesting experience, and on a hot summer's day is a real "bracer." The massive outer door admits to a small vestibule. The visitor can pause here and view the extent of the vault in comparative comfort through a large glass window in the inner door. In this vestibule are located the control switches for lighting. A word about this lighting equipment: Marine type fixtures are used throughout to prevent the escape of heat into the vault from the incandescent globes. The vault is a vast room, silent and cold, with white walls and ceiling, and red cement tiled floor, containing parallel metal garment racks in tiers, one above the other. These present a clean and attractive appearance, being finished in aluminum paint. Between the racks are alley-ways giving quick access to every garment, the upper tiers being reached by a series of library ladders on runways extending the full length of the vault.

The storage is divided into two compartments, the larger one being approximately 110 by 75 feet, and the smaller one 110 by 25 feet. This latter is for auxiliary storage of rugs and other such merchandise requiring protection from moths. The construction is in keeping with the latest scientific methods, the outside housing walls being of fireproof tile, the interior being lined with four inches of pure compressed corkboard insulating material. This corkboard is an odourless fire-proof and vermin-proof insulation, made from the bark of the cork tree and imported from Spain. Ceiling and floor are similarly insulated.

The entire interior (walls and ceiling) is finished with Portland cement plaster, coated with a specially prepared paint. The floor is of cement, a red colour-mix being laid directly over the cork insulation. This method of treating the interior is to insure of same being sanitary and free from dust.

It is hard to conceive, with such construction, how any harm could befall merchandise stored here, short of an earthquake.

An indirect system of refrigeration is used for lowering and maintaining the desired temperature in the vault, so that all garments and goods stored therein are free from damage that might result through the escape of refrigerant chemicals. A cold-air blast system of refrigeration is used, the air being cooled by passing over groups of brine coils. The air circulation is so arranged that the air passes freely over and between the garments. The air is treated by automatic control to ensure an even temperature at the most desirable degree. This averages thirty-six degrees. The mechanical refrigeration machine, which furnishes refrigeration to the brine coils, is located on the seventh floor of the building and also operates under automatic control, maintaining the desired temperature of brine for the different groups of brine coils. This refrigerating machine has a capacity equal to the melting of twenty-five tons of ice per twenty-four hours, and is driven by a fifty-horsepower electric motor. The refrigerant used is carbon dioxide.

Authorities agree that the best method of protecting against injury by fabric pests is cold storage. The cold dry air rapidly circulated over and against the garments is a natural condition for animal fur, preserving the lustre and prolonging the life of the fur beyond any other known method. No moths can exist in the temperature maintained, and larvae or moth eggs are killed when temperatures are reduced to the proper degree. Chemicals and moth bags are poor substitutes for cold storage in caring for furs, principally on account of the absence of low temperature and rapid air circulation so desirable in the proper maintenance of these goods.

When Fur Meets Fur

By O. B. BUNNELL, Winnipeg Store

"I never felt so airy in my life!" exclaimed a jolly little Hudson Seal coat. "And, thank goodness, I've seen my last moth ball!"

"Don't mention moth balls to me," grumbled a luxurious Mink, "or stuffy clothes closets, or hot attics."

"Or damp basements!" added a sleek Caracul.

"Amen, to all that," interrupted a smart young Persian Lamb. "I used to reek of ghastly, smelly moth balls for weeks after they took me out of 'home storage.' And the hours of back-breaking work my young owner used to spend packing me in those stuffy, old boxes, too! What a contrast this is. Just sniff this gorgeous ozone, this lovely cool, dry, wintry air! Exhilarating? Rather!"

"So this is storage?" murmured a proud young English Squirrel wrap. "Well, I've heard a great deal of talk about Hudson's Bay Company fur storage, but I had no idea it was so palatial."

"Indeed it is palatial, as you will see when I point out some of the interesting features," explained a Muskrat, who had been a previous guest and now rather enjoyed displaying his knowledge. "Our floor area is 110x100 feet and we can accommodate 12,000 fur garments. Think of it, 12,000, with access to all of them from separate aisle space!"

"Did you ever feel so aloof, so completely closed off from the rest of the world, in your life?" drawled a languorous White Ermine wrap. "Imagine being securely moth proof, fire proof, dust proof, burglar proof, everything proof! One is almost inclined to develop a superiority complex."

"I hope not," replied a Black Caracul coat. "But I cannot help admiring the beautiful tile floors, the miles, so it seems, of steel-like rods, the nice white cement walls. There *is* something vast and impressive about it all!"

"Just why," remarked the pompous Coon coat, "my owner dashes frantically out of town in the heat of summer, taking one stuffy train after another, visiting one dusty place after another, in search of rest, a holiday, a cool spot, enduring mosquitoes and sunburn, I cannot imagine! Up here she could have such peace, quiet, and gorgeous northern cool air. If only she knew how much more fortunate we fur coats are."

"Hush, for goodness sake!" warned the business-like Muskrat. "Don't let Mayor Webb hear you extol the beauties of this place, or we are lost!"

"Lost! How?" questioned the Coon coat.

"Why, don't you know that if Mayor Webb knew of this place, he'd clear these thousands of coats out from here at once! And then," whispered the Muskrat, "he would open up this beautiful cold storage as rooms for hot tourists!"

"Yes, my dear, if he owned the dear old Company, he'd capitalize on these tourists, and we'd lose this gorgeous Fur Storage Palace of ours for ever—and ever!"

A Journey Into Peace River Country

By MAJOR J. B. MORISON, Hudson's Bay Company Land Department

AFTER two years' absence, the writer was again privileged to spend a summer in this Mecca of the homeseeker. Leaving Edmonton one afternoon in April, Peace River Crossing was reached at eleven on Wednesday morning. Once in the Peace River district, one feels the glamour of new things, and everything leads to the impression that this is the "last and best West."

Peace River village lies along the river at the bottom of the huge valley. It is beautifully situated, with the Heart river rushing in a narrow gorge right through the town. It empties into the Peace just above the steamboat landing. Much of the glory departed from this spot when the railway bridge was built. Formerly, all the trade from the north and west across the river came to Peace River town by canoe, dog-teams, and steamer, but now finds its way to the railway, which has reached Hine's Creek on the old St. John's trail.

Near the top of the deep valley overlooking the town is the grave of an old trapper who died fifty years ago. The town looks after the white board fence, and it stands out as a monument to an old-timer who believed in the future of the country, who asked to be buried at that spot so that his spirit could look over the future town. He prophesied a town, with steamboats and railways, surrounded by prosperous farmers. This is a particularly striking picture, as the white boards show so clearly away up on the hill. The railway takes fifteen miles to make the descent, and at that two engines are required to make the grade. The same applies to the west ascent out of the valley.

Through the Hudson's Bay Company post manager, John Sutherland, I got in touch with Louis Bourassa, a local character, and engaged him and his teams for the summer to drive and cook while I walked on my flat feet inspecting the Company's lands which had just recently been turned over in lieu of other lands taken from us by the Government for forest reserves *et cetera* during the past forty or fifty years.

We got our supplies and equipment together, and one bright morning started eastward on our summer's trip, which lasted from April to the end of September.

Historical spots! Why, the country is teeming with them. The old Fort St. John trail winds in and out, and one can picture the traffic that has travelled over it since first the undeveloped country lured the adventurous spirits who journeyed on horseback, by canoe, snowshoe and dog-team. I used to camp beside homesteaders who were also trappers, and many are the tales I listened to of the olden days. Never a day passed that I did not see moose. One day, riding from the trail across country westward to the Peace river to pick up an old pack trail that followed the edge of the bank, I saw some large black objects in the branches of a large Balm-of-Gilead poplar. I rode towards the tree and stopped within seventy-five yards, laughing at the sight—an old mother bear lying on her back on a large branch, with her hind legs on each side of the main trunk to steady herself, and with her front paws pulling down the boughs above her, and eating the tender buds. Above her were two little cubs in exactly the same position, only on smaller branches, also eating the buds. When I rode away half an hour later, all three bears were still up there enjoying themselves.

The town of Dunvegan is beautifully situated at the bottom of the river valley, immediately south of the modern town of Fairview. The banks on the south side are covered with poplar and spruce, but on the north side are mostly perpendicular cliffs. The old post buildings nestle right at the foot of the cliffs, which tower into the sky, seeming to touch the very stars at night-time. The river is broad and swift, but the ferry soon takes one across. The ferry cable is on two high beam trestles. On the rope are red metal tags, so that aeroplanes coming up the river valley will not run foul of the rope. Spirit River, about twenty miles southwest of Dunvegan, is a busy farming town. To the north stretches a vast farming locality, with buildings scattered all over. From the town, which stands on high ground, this can be seen like a picture. To the south is a range of hills (Saddle Mountains), where lumbering is carried on, and where moose and deer abound. It was a pretty sight to come suddenly upon a mother moose with her little twins, and to watch them scamper away, with the mother lumbering in the rear. It is a well settled country when one gets within ten miles of Sexsmith, and from there on, following the railway to Grande Prairie Settlement, and then west to Hythe, the end of the steel.

Grande Prairie is a splendid, thriving settlement, with graded roads, telephones and fine buildings. Our agent there, Mr. Pratt, is an ex-officer of the Fifth Battalion, and I had to stay for a while and recall old days and old friends.

Fording some of the streams is sometimes quite a job, and frequently one had to swim the horses and take the supplies, tent, *et cetera*, across in a canoe, and then haul the empty wagon across at the end of a long rope. When trekking from Sturgeon Lake northward to Fehler, we had to take an old trail which had not been used for years, and which was almost paved with windfall. We had four horses on the wagon, and crashed through and over most of the stuff, only now and then having to use the axe. We arrived at the bank of the Little Smokey at about five p.m. and reconnoitered the banks; then, after locking both back wheels with our logging chains, we slithered down a good half mile. At the foot there was about a hundred and fifty yards of level bottom, which was covered deeply with quicksand deposited in spring floods. We had to dig the wagon out four times before coming to the edge of the river, where the sand was quite firm. We then unhitched, and Louis took the teams half way up the banks, where there was grass, and hobbled them. After supper I doffed my clothes to investigate the old ford that used to exist at that point, where the river is split in two by an island. The river is a mill race, but I found the water no deeper than four feet. The old ford banks were all filled in with sand, and I found that the island across which the old trail led was a mass of quicksand which would have to be corduroyed all the way across—a hundred yards. When investigating, I had a lively time with the bulldogs and mosquitoes, for I was in my first birthday suit.

I found that to try to get across at that point was out of the question, so finally decided to cut a road up the side of the river opposite the south end of the island. Next morning we cut a sort of trail, and then Louis drove the four

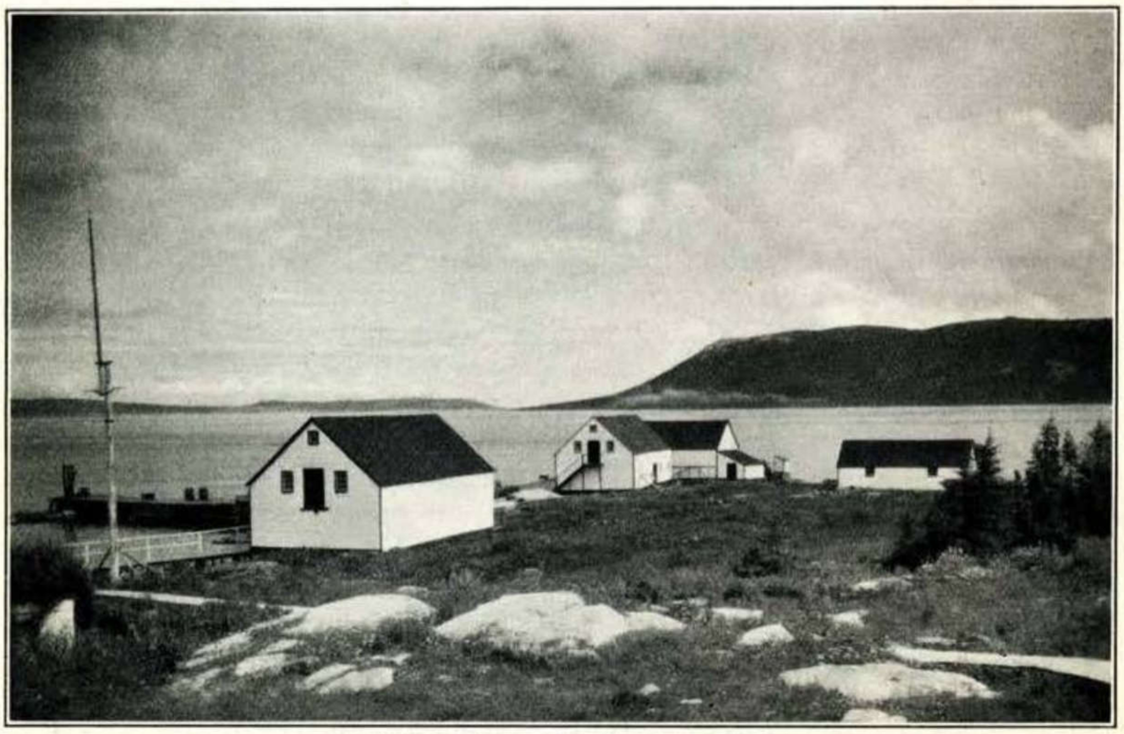
horses and wagon down into the river over a sharp drop of seven or eight feet. I then walked in front of the horses as guide, and crossed the river south of the island; then down the middle of the stream to where the old ford emerged. We had to make both teams scramble up the steep bank, leaving the wagon in the river, and then with our chain and ropes haul the empty wagon up the bank, after man-handling the supplies and equipment. We lighted a fire and had lunch, and then started up the main hill, about a mile long. It was all both teams could do to reach the top. We camped at the top for the night, and next morning sent our extra team back to Sturgeon Lake with their Indian owner. That afternoon we were in the Fehler settlement.

I noticed many changes near Dunvegan. To the north in 1927 was a little town with the prosaic name of Waterhole, fifty miles from the railroad at Whitelaw, with half a dozen stores, whose supplies were carried by motor truck from the railhead. During my absence this town had been moved, lock, stock and barrel, about ten miles north, and is now the flourishing town of Fairview.

A good graded road into Peace River has just been finished. One can now motor from Edmonton to Pouce Coupe, via McLennan, Fehler, Peace River, Grimshaw, Fairview, Dunvegan, Spirit River, Grande Prairie and Hythe.

As an army man, I was particularly interested in the returned soldiers' settlements, and was delighted to find them all contented and doing well.

The mosquitoes, bulldogs and flies were bad during the hot weather, but we had comfort inside the tent by the liberal use of fly sprays. I left Spirit River towards the end of July. I was sorry to say good-bye to all my friends in Peace River when the job was done, but I was glad to be back to my home and family.



Rigolet Post, Hudson's Bay Company, Labrador
Where Donald A. Smith (later Lord Strathcona and Mount Royal) served for many years.

Physical Exercise and Store Life

By C. E. A. SAVAGE, Hudson's Bay Company, Calgary Store

FEW of us realize how much keeping fit means in the struggle for existence. Take the clerk, or anyone else who leads a sedentary life, confined indoors all day and every day, or seated at the daily task, how much time does he or she devote to any form of physical exercise? They are all the time using their brains at the expense of their bodies. Add some form of physical exercise to the routine, and watch how it peps things up. Walking is one of the best exercises; it is easy, and if done right exercises quite a number of muscles; better still, it starts the blood coursing.

Then there are physical exercises, either indoor or outdoor—lots of them to choose from. But never make the mistake of overdoing it at the start. If you do, you will probably get fed-up and quit. If you are a woman, don't wear high-heeled shoes. Get a good flat sensible pair, then you won't turn your ankles or strain your legs by any quick movement.

Ten minutes setting-up exercise every morning, immediately on rising, will do more to regulate the constitution and fill the individual with energy and good health than anything else in medical or mental science.

Deep breathing! That isn't difficult, yet there are many who do not know how to breathe and who would be a lot healthier if they acquired the simple art of it.

Golf, with its necessary long walks around the links, is one of the best forms of sports in which to indulge.

Tennis, handball, basketball, baseball, all are good. Watch the baseball player at his ordinary work in the store. If he is a good ball player, he is also a quick thinker, has action and therefore is a smarter employee. And so it goes; every person who gets out in the open and takes reasonable exercise is a better, saner, healthier person than the one who has become too lazy for exercise, or who can't be bothered. It takes only a little will power to put an end to the "can't be bothered" attitude and the "tired feeling."

Foot racing is for the physically fit only. One should never indulge in exercises that might over-exert the heart, unless fully satisfied of the physical condition. But even in our stores staff, we have such racing world-beaters and record breakers as Jimmy Ball, who, as he goes about his business in the drug department of the Winnipeg store, is just a slim, quiet, business-like young salesman, with no outward manifestations of his remarkable speed and endurance; and in our management, R. J. Gourley, of the Canadian Committee, skip of the champion curling rink of the Dominion.

Exercise! Never give it up, for to do so is to take the first sure step toward disintegration. Nor is exercise for the young only. If our managers of forty and fifty took regular daily exercise, apart from what they get at work, there would be fewer of them on the physical down grade between fifty and sixty.

Take regular exercise in moderation and hold your youth, your good nature, your health—and your job.

M. de la Jemmeraye

By C. H. M. GORDON, Pine Falls, Manitoba

BURIED in an unknown grave at old Fort Maurepas, on the north bank of the Winnipeg river, near its mouth, and not far distant from Fort Alexander, lies M. de la Jemmeraye, the nephew of Sieur de la Verendrye, the great discoverer and brother of the Venerable Mother d'Youville, foundress of the community of Grey Nuns.

The first mention we have of de la Jemmeraye is contained in the diary of de la Verendrye. During the winter of 1730 and 1731, de la Verendrye made arrangements with the merchants of Montreal to furnish him with goods for the purpose of fur trading with the Indians. He hired his men, and in the springtime started from Montreal, taking along with him his three sons and his nephew, M. de la Jemmeraye, with fifty men to paddle the canoes and carry the baggage.

To form an idea of the difficulties of travel in those wild countries at that period, it will suffice to say that, in spite of all the diligence exercised by the explorers, it took seventy days to traverse the distance between Montreal and Thunder Bay, on the north shore of Lake Superior; nowadays it can be covered in two days by the Canadian Pacific Railway.

On reaching the Grand Portage, which was nine miles long, his men mutinied and would go no farther; so he wintered at Kamanistiquia, but was finally able to gain over a number of his men to accompany his sons and his Nephew de la Jemmeraye to establish Fort St. Pierre on Rainy lake, which was to serve as a depot.

During that winter, he entered into communication with the Indians, inviting them to come and trade their furs with the French; but as their arrival was not known early enough, the Indians came only in small numbers to the fort.

On the 8th of June, de la Verendrye himself set out with all his following, determined to push as far as his means would allow. He reached Fort St. Pierre, where he had placed his Nephew de la Jemmeraye. There fifty canoes, manned by Indians, awaited to accompany the discoverer westward.

In the month of August, they entered the Lake of the Woods, where they established Fort St. Charles.

In the spring of 1733, de la Verendrye had formulated the plan for building a fort in the neighbourhood of Lake Winnipeg, as by so doing it would prevent the Indians from going to Hudson Bay with their furs. With this in view, he sent his nephew, de la Jemmeraye, to Montreal to render to the governor details of the work already done, and furnish him with additional information concerning the West. The Assiniboin Indians, having renewed their request to have a fort built in their neighbourhood, de la Verendrye sent his eldest son, in the beginning of March, down the Maurepas (Winnipeg) river to select a suitable site.

His sons returned from that expedition on 27th May, 1734. Affairs not turning out as he anticipated, de la Verendrye decided to go to Montreal himself. He placed everything in order at Fort St. Charles and commanded his son to go with three well supplied canoes to build Fort Maurepas on the return of his nephew, de la Jemmeraye, who was to have charge of Fort St. Charles.

Having transacted his business, he again set out from Montreal and reached Fort St. Charles on 6th September. He found the place destitute. The high water had destroyed the crop of wild rice; provisions were completely used up.

On his arrival, de la Verendrye sent de la Jemmeraye to his eldest son at Fort Maurepas. "I fitted him out," he says, "with what I had brought with me for my discoveries, in the hope that those interested therein would return me the advances I had made them."

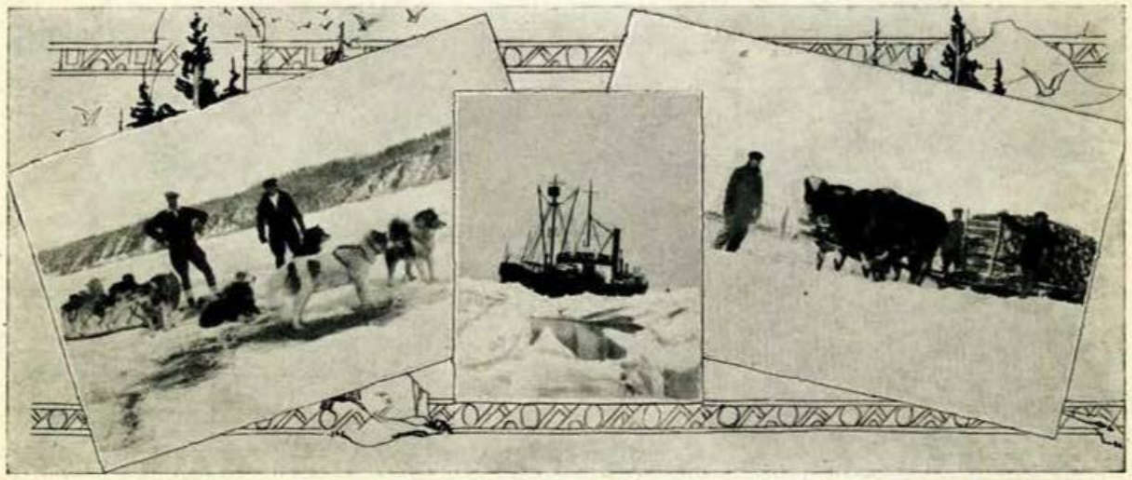
On going up from Montreal to Fort St. Charles, de la Verendrye had preceded the canoes that carried the merchandise and provisions. He expected them to arrive in the fall for use in trade and for the feeding of his men, but on account of bad management by their leader, the canoes only went as far as the Grand Portage, a mishap which reduced the people of Fort St. Charles to a state of famine during the winter.

In the spring of 1736, de la Verendrye found himself again bereft of everything. He had sent his two sons and two men to his nephew, de la Jemmeraye, at Fort Maurepas.

On the 4th of June his two sons returned to Fort St. Charles, bearing the sad news of the death of de la Jemmeraye from privation. It was a dreadful blow to de la Verendrye, for his nephew had been the one upon whom he most relied for assistance; he had made him his lieutenant and confided all the forts to his care.

No stick or stone in the West, that we know, marks the memory of M. de la Jemmeraye, this illustrious French-Canadian who shared the early discoveries in the West with his more famed uncle, and who died at his post at old Fort Maurepas, his name now too rarely recalled.

Hudson's Bay Company Transport



Dog Transport, Athabasca River *S.S. "Baychimo"* *Ox Transport, Fort Resolution*

D-19

Original Site of Cold Lake Outpost

A Fisherman's Mecca—Cold Lake

By J. E. T. ARMSTRONG, Hudson's Bay Company, Le Goff

OUR Cold Lake store was opened in November, 1930, with P. Forman in charge. It is situated on the shore of one of the most beautiful lakes in Northern Canada. This lake is noted far and near for its trout fishing and is visited annually by hundreds of fishermen and tourists from all parts of Canada and the United States. There is a fairly good motor road to Cold Lake, and although railway transportation ends at Bonnyville, about forty miles distant, construction work is being carried on by both the Canadian National and the Canadian Pacific Railways, and within a few years it will be possible to reach Cold Lake over either of these lines.

Scores of motor boats are available for fishermen and tourists, and although the water of the lake proper is very cold, yet many of the shallow sandy bays are quite comfortable for bathing and swimming.

Many of the tourists have summer homes at the lake, and there are comfortable cottages to rent for those who do not care to carry their tent along with them.

Pelican Caught at Cold Lake

The village of Cold Lake is beautifully situated on the south shore of the lake. It is a thriving little place, with good stores, restaurants, hotels, hospital, Roman Catholic and United churches, garages, two public schools, and many fine private residences.

Cold Lake store is an outpost of Le Goff. The parent post is situated on a high hill above the Beaver river, about ten miles south of Cold Lake. This was originally an outpost of Onion Lake. The present buildings are of comparatively recent erection, although there have been several different sets of buildings in various locations in the immediate vicinity, and the original outpost, which was in operation about the year 1885, was situated on the west shore of Cold Lake.

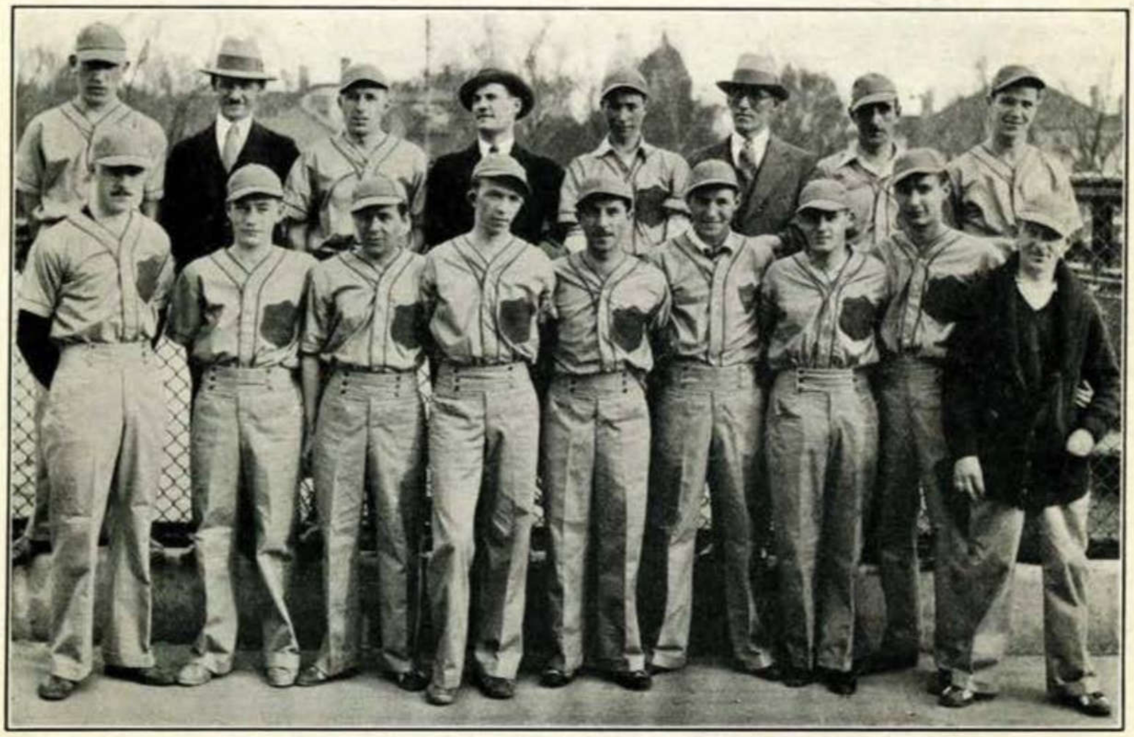
The interprovincial boundary between Saskatchewan and Alberta passes through Cold Lake, and although both Le Goff and Cold Lake are in the province of Alberta, they are under the supervision of Factor A. B. Cumming, manager of Saskatchewan district.

Cold Lake, Alberta

Most of our groceries and hardware are supplied by the Mackenzie-Athabasca depot at Edmonton, and transportation is by rail to Bonnyville and truck to Le Goff or Cold Lake.

HBC Softball Club

Winnipeg Commercial Diamond Ball League, 1931



Back Row—O. Larson, E. J. Mercer (secretary), J. Graham (treasurer), G. Dakins (vice-president), J. Menzies, M. Barr (president), A. M. Boyd, R. McBride.

Front Row—J. S. Morrison (manager), W. McCaughan, L. Pritchard, J. Young, L. Smith (captain), W. Hicks, A. Macdonald, J. Blackburn, J. Rutherford (trainer).

Missing from picture—L. Webb, G. Wilkes, J. Stewart, S. Drake.

HBC Poets' Page

Lady Moon

O Lady Moon, why hide from earth
The tender glow that's given birth
To quiet shades; and twinkling mirth
To dimpled stream, which mutters soft
Unto itself and very oft
A mirror makes
Beneath the sighing dewy brakes
Which line its banks,
And screening gives for elfish pranks?
And yet, tonight, you slip behind
A misty cloud (or is it shroud?)
As though designed
To end forever fairy mirth.
Lo! All the earth
Is waiting! Harebells chime
The sweetest greeting,
And the far off drums are beating
Where the frogs make melody; in the glade
Sways Arachne's balustrade!
O! Is it that you hide your face
To shield your eyes from our disgrace?
For where you once found little folk
Discover now a pall of smoke,
And round about the fairy rings
Find old tin cans and messy things!

—*Marcile.*

Fort Chipewyan

Like ramparts placed by some supernal plan,
The islands stand, in ordered, tree-crowned row,
To shield from rushing wave and grinding floe,
The haunting beauty of Chi-pe-way-yan.
The dark, late shadows steal across the bay,
The proud black ducks breast Athabasca's swell,
Beyond the water's edge the mission bell
Intones the end of the long northland day.

They take no heed of human joys or ills,
Those far, deep woods, where wolverine and fox
Match cunning wiles with still more guileful man;
Yet men find peace amid the unchanging hills
And lakes begirt with ice-eroded rocks—
The ageless, timeless peace of Chi-pe-way-yan.

—*John Cameron Martin.*

White and Brown

He was brown and I was white;
He was naked, I was clad.
Everything he lacked, I had.
As we stood beneath the palms,
Watching white-flecked breakers spray
Landward from the moonlit bay,
In his eyes shone envy's light.
He was brown and I was white.

I was white and he was brown.
Creeds and customs fettered me.
I was bond, and he was free.
Nought, yet all in nought, had he.
As we spoke our last goodbyes,
Longing lingered in my eyes;
And he smiled to chase my frown.
I was white and he was brown.

—*Robert Watson.*

Retrospect

The little things I've worked upon
And am about to do
Seem marvellous, and very strange,
When talked about to you!
But, when I think them over,
Alone, and coldly sane,
I find that nearly all of them
Are empty and in vain.
The secret lies, of course, my dear,
All in the point of view;
For I am on Parnassus' height
The while I talk with you.

—*Marcile.*

Scarlet and Gold

Scarlet and Gold! Scarlet and Gold!
Men of the saddle, o'er snow-peak and wold;
True to your colours, as heroes of old;
Scarlet and Gold!
Bright and enduring; dashing and bold;
Scarlet! Scarlet and Gold!

Scarlet and Gold! Scarlet and Gold!
Symbols of justice you ever uphold;
Half of your daring has never been told;
Scarlet and Gold!
Canada's riders in blizzard and cold;
Scarlet! Scarlet and Gold!

—*Robert Watson.*

Department Store Merchandising

The Factors That Determine the Type and Amount of Merchandise to be Purchased for Any Stock, and the Reason for Systems

By A. R. MORRELL, Merchandise Manager, Winnipeg Store

PART TWO

BEFORE a department manager makes a trip to market, he is required to make out a buying form, not so much for the information of the merchandise office to whom the plan is sent for approval as for the information of the department manager himself. This form or plan first requires information as to the type of merchandise that is to be bought. This the department manager can determine:

First, by carefully considering information derived from the want slips.

Second, by consulting with the salespeople, getting from them information as to what is selling best; what is not selling well (to avoid reordering); what is getting low in stock and should be reordered; what are customer comments on merchandise in stock or not in stock.

Third, by the department manager's own contact with customers in the department.

Fourth, by reports from comparison office and stylist as to what has come into vogue recently or is selling in competitors' stores.

Fifth, through information furnished by classification reports and unit control system.

After deciding the type of merchandise to buy, based on information procured from the sources we have just referred to, comes the question of quantities. In the case of reordering, we must of course know what is on hand and on order, and this information is procured by taking inventory of merchandise on hand; checking unfilled orders or merchandise in transit; consulting unit control system, if one is in use; knowing the approximate time required for delivery and the speed of selling (and, of course, taking into consideration the season, if it be seasonable merchandise) the department manager is able to determine rather closely the quantity that should be bought.

In the case of new merchandise not previously stocked, the quantity is determined by the frequency of the demand or the forecast importance of the item.

The one definite object in all our buying is to get a volume at a profit, and the outstanding definite danger to guard against is that of buying too large a quantity at a time, but still have a good assortment of quick selling merchandise at all times.

The buying plan next should give information as to how long the proposed quantities will last. When a unit control system is in use, this is quite easy.

And then, naturally, the department manager must have definite information as to new market resources. This information is obtained in various ways: such as looking at all lines brought in by salesmen; reading trade papers;

information from buying office; consultation with buyers of our other stores; by buying a desirable article at retail and asking the central buying office to locate the manufacturer; by frequent scouting trips through the market.

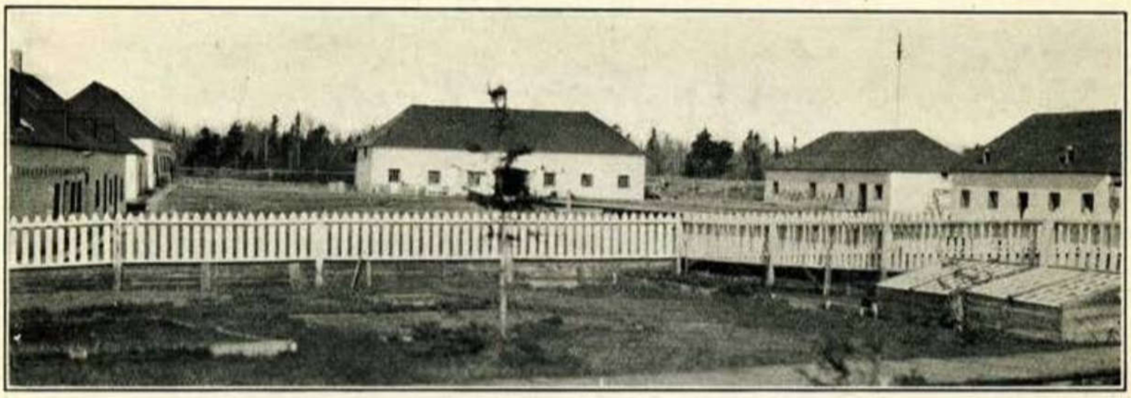
Of course, none of these systems that we have referred to can be considered infallible; but they are guides, and very reliable guides. Style changes over night, for instance, but usually the change is felt in the eastern market before it reaches us, and the stylist is alert to the trend and gives warning.

And in all this buying of right merchandise in right quantities, the department manager must keep within his appropriation. He knows exactly how much he has to spend at all times. Forecasts are made up in advance of the season. As a season draws to an end, it is quite possible to estimate accurately through the classification report how much merchandise we shall have in each classification at the end of the season. From past experience and from the trend, it is known approximately how much will be sold in each classification during the coming season. It is also known how much stock should be on hand at the end of the next season to have a satisfactory assortment. Considering, then, the beginning stock and the desired ending stock and the approximate sales, it is possible to give a buying appropriation for each classification. These classification buying appropriations are totalled and divided by months into buying power. Sales are forecast and divided in the same way. These figures are given to the department manager, and he is advised periodically as to how much of his appropriation has been used and how much remains. At the end of each period, there is a purchasing adjustment, based on sales and purchases already made.

And in this job of buying right merchandise in right quantities, the assistant should be the department manager's greatest ally. The assistant can furnish information as to stock on hand by taking inventories before a buyer goes to market; making a list of merchandise that should be reordered; advising him of the movement of merchandise, using the stock control system; personal information; information from salespeople; information secured from personal shopping of other stores; being familiar with merchandise on slow selling lists to avoid reordering of such; compiling information secured from want slips and from customer comments; preparing, perhaps, a tentative purchasing plan to present to the department manager for his perusal before the regular form is made out.

A buyer must, of course, follow the merchandising policy of the store, which with us should be: Merchandise of first quality; merchandise of latest style (the first in the city, as far as possible, to have new things); the best merchandise that can be had for the price asked; complete assortments in all price zones; price zones to meet the wants of the customers.

A few years ago, the job of the buyer was not nearly so complicated nor so important as it is today. The position has taken on new requirements. Today a department manager must possess, in addition to a knowledge of his merchandise, style knowledge, good taste and a working knowledge of figures. He must be eternally vigilant to keep pace with the constantly changing demand of customers. He must read more, analyze more, scout more in the market and in competitors' stores, using information thus secured to aid him in buying the right type of merchandise in the right quantity.



Norway House, (View of Interior) *(Photo by R. W.)*

Norway House

NORWAY House was founded in 1801. Strategically located on the Nelson river, in the vicinity of the tributary Jack river twenty miles north of Lake Winnipeg, Norway House was the great inland depot of the fur traders. Situated in the middle of a triangle, of which the angles were York Factory, Fort Garry, and Fort Edmonton, it was the meeting place of the brigades of York boats carrying manufactured goods from the Hudson Bay port and of the canoe brigades bringing furs from the north, west, and south. The cargoes were exchanged and boatmen and canoemen raced back with all possible speed towards their several starting points to complete their long journeys before lakes and rivers were closed by ice. Thus the Governor and his aides, by visiting Norway House for a month in the summer, were able to meet the Company's representatives from all their vast territories and to learn the success of the year's trading.

The story of the origin of the name of Norway House is a romantic one. In 1814 Governor Thomas of Hudson's Bay Company stationed at York Factory was informed from London that Norwegian axemen were sent out to construct a road between Lake Winnipeg and Hudson Bay in the belief that more goods could be carried by horse and sleigh in the winter than by boat in summer. The Norwegians came into the country via York Factory and spread out along the route of the proposed road. One of the Norwegian contingents took up quarters on the strip of land which forms a peninsula between Lake Winnipeg and Lake Playgreen, the latter body of water being in fact the Nelson river which, on leaving Lake Winnipeg, debouches at once into a lakelike expanse. Among the trappers and Red River settlers the landing place at the end of the peninsula became known as Norwegian or Norway point. Shortly afterwards the Hudson's Bay Company's post founded at Jack river in 1801 was temporarily removed to this peninsula and called Norway House, a name it retained when the post was moved back to its original location in 1826.

The roadway project having been abandoned, several of the Norwegians went to the Red River Settlement to assist in gathering the crops and rebuilding.

Changing trade routes robbed Norway House of its old-time glory, but it still remains a model trading post of the Hudson's Bay Company.—*Natural Resources, Canada.*

My First Trip

By "J. B.," an Hudson's Bay Company Fur Trade Apprentice

AS the fresh meat supply was getting somewhat low, it was decided that I should go for a short journey inland in search of deer, accompanied by Whiskers, the interpreter, and an Eskimo boy, Mark by name. Although it was snowing and drifting, an early start was made, and great were the expectations.

Owing to the weather conditions, the journey was none too pleasant, and long before nightfall a suitable place was sought upon which to erect a snow house. Snow house building is a useful art acquired by the Eskimo, and in about twenty minutes the house was ready for occupation. Entering our little white abode, the stove was lit and cooking operations commenced. Whiskers went off and secured ice with which to make the tea, and I set to work with the frying pan. Talk about tough stuff! That deer meat was as hard as a rock, and after vainly trying to make an impression on it with my knife I handed it over to Mark, who solved the problem by tackling it with a saw. Not being much of a cook and tallow being scarce, the obvious happened—the igloo was soon filled with smoke, and the deer meat, instead of being fried, was being burnt to a cinder. As there was no outlet for the smoke, I gasped and choked. To save my life, I thrust my fist through the roof, nearly bringing the whole place down about our ears. My two companions looked amazed at my sorry plight, for the smoke did not worry them at all; they are used to being half choked in their igloos.

The smoke having cleared off a bit, so that I could see about me again, I added more grease to the pan, and soon our meal was ready. It was not a very ample repast, but it tasted alright to very hungry men. It consisted of a few slices of deer meat, some hard-tack biscuits and a mug of milkless tea. Supper over, we slipped into out sleeping bags and were soon in the land of dreams. I had just dozed off, when I was awakened with a start; I thought the dogs had got in and were devouring our provisions. Rubbing my eyes, I raised myself on my elbow. My companions were snoring as loudly as any human can snore; I trembled for the snow house. Not being a very heavy sleeper, I had to do some quick thinking. Ah, an idea! Taking a handful of snow I jammed it into Mark's wide open mouth. He was awake in a second; there were no more loud snores from that quarter. Having reduced the uproar that much, and not being able to reach the other malefactor, I lay down and fell asleep.

Next morning at six we crawled out of our deerskins, and had a breakfast of beans, hard-tack and tea. Harnessing the dogs, we proceeded inland for about twenty miles, stopping occasionally to scan the surrounding country in search of deer, but without result.

The travelling was fairly good, but on some of the lakes the ice was not very strong, as I discovered by crashing through it almost up to the waist. I can assure you the water in the Arctic is very cold and wet. After this incident we turned and headed for the igloo again, reaching it at dusk. We started for the post early the next morning, and without further incident our destination was reached about four in the afternoon.

The trip I have here endeavoured to describe has been my first by dog-team. As a young *Adventurer*, I naturally carried a rifle and two hundred rounds of ammunition. I expected to see polar bears, wolves or at least some deer, but much to my disappointment none of these animals showed themselves. The only living thing I saw, outside of our own party, was an old crow. I did not even encounter a raging blizzard with the thermometer registering fifty degrees below zero. In future I think I will be able to travel without fear of being devoured by some ferocious animal, or frozen to death by the wayside, in spite of the stories we read of the far and frozen North.

The Industrious Beaver

Most remarkable among rodents for instinct and intelligence unquestionably stands the beaver. Indeed, there is no animal—not even excepting the ants and bees—where instinct has risen to a higher level of far-reaching adaption to certain constant conditions of environment, or where faculties, undoubtedly instinctive, are more puzzlingly wrought up with faculties no less undoubtedly intelligent.

It is truly an astonishing fact that animals should engage in such vast architectural labours with what appears to be the deliberate purpose of securing, by such very artificial means, the special benefits that arise from their high engineering skill. So astonishing, indeed, does this fact appear, that, as sober-minded interpreters of fact, we would fain look for some explanation which would not necessitate the inference that these actions are due to any intelligent appreciation, either of the benefits that arise from the labour, or the hydrostatic principles to which this labour so clearly refers.—*George J. Romanes, M.A., LL.D., F.R.S.*

So honour be to the beaver's name,
    And praise to the beaver's skill,
And in the labours that make for fame
    May we all be beavers still.
This emerald mead in the emerald heart
    Of a fair umbrageous grove,
Of the nation's life is a glorious part,
    And merits its purest love.

—*Arthur Weir.*

Staff Appointments

The Canadian Committee announces the following appointments:

H. P. Barrett	Manager, Saskatoon Store
T. H. Glover	Manager, Yorkton Store
F. F. Martin	Controller, Vancouver Store

Beaver Club Notes

Winnipeg—A branch of the Beaver Club has been formed in Hudson's Bay House, Winnipeg, comprising the staffs of Winnipeg Fur Trade, Land Department, Wholesale, Depot, Hudson's Bay Overseas Settlement Limited, Shipping Department and Canadian Committee. The membership is 100 percent strong. A board of directors has been elected to control the club's activities: C. E. Joslyn, president; M. J. Moulder, secretary-treasurer; A. Brock, W. C. Nelson, R. Peirson, D. Steven, R. Watson, Misses M. E. MacDonald and M. L. Ross. The first event to be arranged by the committee is the annual picnic, which will be held in June.

Retail Store—The Beaver Club formed on January 14, 1931, is now beginning to swing into summer activities. A basket picnic is being arranged to be held on June 20 at Winnipeg Beach.

Our outstanding winter events were two dances held at the Fort Garry Hotel on February 25 and April 16, in which both ballrooms were used. Cards and dancing were enjoyed, and all who attended were loud in their praise as to the success of the dances.

The work of renovating the old Braemer Lodge is progressing rapidly, and the Beaver Club expects to open its club rooms on or about the end of May.

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Vancouver—The first social function held since the inauguration of the Beaver Club at Vancouver was when all the Beavers and Beaverettes were invited to attend a springtime frolic at Lester Court on April 15. A very enjoyable evening was spent.

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Victoria—The Beaver Club hikers have enjoyed several excellent outings during the last few weeks, the most notable being the hike up Mount Finlayson and the trip to the top of Mount Shepherd.

The Beaver Club singers, while they were not successful in securing the cup at the recent musical festival, were only five points behind the winning choir. We are not at all discouraged and will be ready for the next festival when it comes along. In the meantime weak points are being strengthened and new material is being introduced.

* * * * *

Calgary—The directorate of the newly organized Beaver Club have held four very successful meetings. Most of the old members of the Welfare Association are on the new directorate, but in some way or other have become more enthusiastic than the activities of the old association permitted.

The club house is being renovated, and now presents an attractive appearance. Mrs. Flick, the caterer, for a number of years, did not feel disposed to carry on her duties this year. Her place has been taken by Mrs. Ferguson.

Considerable routine has been eliminated in sick benefit investigations by the inclusion of the store nurse on the directorate. We are greatly indebted to Miss Sparrow for the amount of special work she is performing daily.

A very enthusiastic meeting of the Beaver Choral Society was held in April, when all officers were appointed, and the nucleus formed for a society to commence operations in the early fall.

HBC Business Club

Winnipeg—Our Business Club has had several outstanding meetings since our last issue, attended by a large and enthusiastic membership. On April 1 a new executive was elected. The chairman for the coming year is K. A. Wallick, of the traffic department. The committee have already planned a programme which promises to make these bi-monthly meetings even more interesting and instructive than in the past. Perhaps the high-light event was on March 18, when Mr. R. Scibird, manager of Vancouver store, gave a powerful talk on "This Job of Selling." Managers of the other Hudson's Bay Company stores were present as guests and all spoke briefly. The meeting was preceded by a mock fashion show put on by members of the display department (all men).

On April 15, J. M. Davidson, secretary of the Winnipeg Industrial Development Board, spoke on the manufacturing future of Winnipeg.

Mayor Webb was our guest on April 15, his subject being "The Importance of Fostering the Tourist Trade." His talk was most forceful and gave great pleasure to all.

* * * * *

Vancouver—The Junior Executive Club held their final meeting of the season May 14. During the first half of the session, problems in selling were taken up, and the latter half of the session was given over to a study of Filene's model stock plan.

On April 28, the Hudson's Bay Company Ladies' Choral, assisted by Miss Ethel Rodgers, violinist, Mr. E. Hornsby, pianist, Miss Esther Hodge, soprano, and Miss Kathleen Mulford, contralto, entertained members of the staff and their friends at a very enjoyable recital.

* * * * *

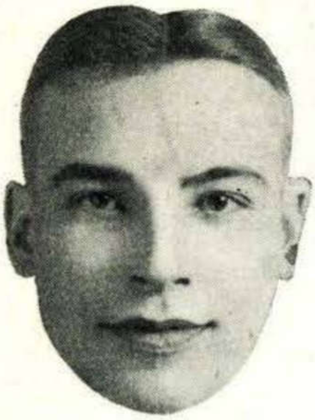
Edmonton—The members of Edmonton club held an interesting meeting on the evening of April 6. It took the form of a fashion show, a fashion skit, and a general business meeting. It was ladies' night and a highly successful affair all through.

HBC Sports Activities

Winnipeg—The bowling league of Hudson's Bay House held a banquet and dance at the Marlborough Hotel on Friday, 8th May. C. E. Joslyn was chairman and presented the prizes to the successful bowlers. Mr. McBride's "Cyclones" were champions for the season, the members of his team being E. Ogston, M. MacKichan, L. French, A. Anderson and J. Larkin. Special prizes for high averages and high games were won by S. Purves, H. McFaddin, D. Cooke, W. Archer, G. N. McBride, R. McGill and C. H. Bonnycastle.

The football team opened their season on May 12 by defeating Bryce Bakeries 6-0.

The softball team opened their season on May 13, playing at the Canada Bread Grounds. Stewart Morrison is again at the helm as manager.



Frank Morris, of the sporting goods department, has returned to the store after a three-months tour of Europe with the University of Manitoba Grads hockey team. They played forty games, won thirty-eight, and drew two, scoring a total of 222 goals, with only twenty-two scored against them. They engaged other countries and won the international world championship by beating the United States team 2-0. Some of the places visited were London, Glasgow, Berlin, Prague, Vienna, Milan, St. Moritz, Davos, Zurich, Munich.

* * * * *

Vancouver—The men's bowling league held an enjoyable banquet on Tuesday evening, May 19, when the prizes and cups won were presented to the winners. The ladies also finished up the season by holding an enjoyable banquet, when the prizes were distributed.

In girls' basketball, our girls finished third in the league.

The first golf tournament played this year was won by Doug. Beattie and Walter Crook.

We have four softball teams entered in the league games this season.

* * * * *

Victoria—Congratulations are in order for our football team, which finished the season by winning the McKay shield. We were only one point from winning the Wednesday league championship, and were also the "runners-up" for the Rennie and Taylor cup.

* * * * *

Calgary—The official opening of our club house took place on May 6. Golf and tennis competitions were held. V. Abbott won the men's long driving competition; G. Benson won the men's approaching and putting; L. Proctor won the women's long driving; Mrs. Macgregor won the women's approaching and putting.

A tennis tournament was also run off, a mixed doubles event. Miss J. Eyres and Mr. Champion emerged as the winners.

Two baseball games were played, the boys losing a tough game by one run, and the girls defeating their opponents handily.

The golf course is rapidly approaching mid-season form, and is attracting many of our store members who have not belonged before. The tennis courts, too, have been remodelled and an extra court is being laid out, giving us three courts which are as good as any in the city.

City softball leagues are under way, and we are strongly represented.

We closed a most successful badminton season on April 15, finishing up with a big tournament.

Bowling leagues finished up in April, prizes being given to winners.

Fur Trade Supplement

Commissioner's Office

By the time that this goes to press, we expect to have the staffs of the Superior-Huron and Saskatchewan district offices with us, as it has been arranged to have these offices transferred to Winnipeg at the close of the outfit. They will just be in time to join the Hudson's Bay House Beaver Club, which is now being organized. We believe that the fur trade is going to have about a hundred per cent membership, and we certainly wish the organizing committee every success.

The Fur Trade Commissioner has been travelling extensively in the east during the past quarter, visiting at North Bay, Ottawa, Toronto and Montreal, besides visiting the "line" posts on the C.N.R. belonging to Superior-Huron district. On a subsequent trip, he visited the posts of the same district which lie on the C.P.R. At the time of writing, he is on his way to Churchill, visiting posts in the Keewatin district en route. It is his intention to visit the MacKenzie River and Western Arctic districts after navigation opens.

Hugh Conn, district manager, Nelson River, returned from his furlough in Ireland quite recovered in health and looking well. He is now back at work in his district.

H. P. Warne, superintendent of fur purchasing agencies, visited the agencies at Montreal, North Bay, Regina, The Pas and Edmonton during the quarter.

The main transport arrangements for the coming season have now been made. In the east, the *Ungava* is supplying the Bay and Straits posts, including Pangnirtung; the *Fort Garry*, the Labrador posts; and the *Fort James* will supply the Ungava Bay posts and Ponds Inlet and Clyde. The *Fort Churchill* is being transferred to Nelson River district, and Captain Morris, late of the *Fort MacPherson*, will be master of her.

On the MacKenzie, the first steamer to Aklavik will leave Fort Smith on June 20th, while on the Upper River, the season started on May 14.

The *Baychimo* is supplying the Western Arctic as usual, and will sail from Vancouver on the 7th July.

The *Nascopie* and the *Baynain* are laid up at Ardrossan this season.

Members of the staff in the eastern districts will learn with keen regret of the passing of Dr. R. B. Stewart, who for a number of years was the very popular senior medical officer for the Company in that territory. Dr. Stewart died at Toronto on the 24th February, after a brief illness.

At a conference of Anglican bishops held in Winnipeg recently, Bishop Stringer was elected Archbishop of Rupert's Land. Among our visitors at that time were Bishops Anderson, Dewdney and Geddes and Archdeacon Fleming.

Bishop Breynant and Father Lefevre were also visitors at the office recently.

E. W. Fletcher, fur trade comptroller, is at present in the Old Country on furlough.

Major Burwash, of the Northwest Territories, gave a number of interesting lectures on the territories in Winnipeg recently, which were largely attended by the staff of Hudson's Bay House.

W. E. Brown, inspector in James Bay district, has now been transferred to MacKenzie river district, in a similar capacity.

Among our other visitors during the past quarter have been Col. J. Cornwall, J. Critchell-Bullock, Mr. Landau of Landau & Cormack, Montreal, and Major McLaughlin of the Hudson Bay Railway.

J. W. Anderson, inspector in Superior-Huron district, and W. R. Cargill, manager, of Sioux Lookout, were at the office recently on brief business visits. Ian MacKinnon, manager, of Cambridge Bay, who is out on furlough, was also a visitor at the office.

British Columbia District

Our deepest sympathy is extended to John Gregg, Fort St. James manager, in his bereavement for his wife, who died on 21st March.

The district manager left on 6th February for a winter inspection tour and returned on 23rd March, having visited Kitwanga, Hazelton, Fort St. James, Babine, Old Fort and Tacla posts. The rivers and several of the large lakes in the section over which he travelled were free of ice. He left again on 14th May for a summer inspection tour, and plans to be away until first week in September.

Navigation in this district opened up about a month earlier than usual this spring.

Through the courtesy of R. W. Wilson, of the Ingenica Mines, letters were delivered to Whitewater and Fort Grahame posts in March, when he went in by aeroplane.

Captain C. Klengenberg, well known Arctic trader, died suddenly at his residence in Vancouver on 4th May. Our sympathy is with his many relations. Captain Cornwell, master of S.S. *Baychimo*, and the British Columbia district manager, were pall-bearers at the funeral, which was largely attended.

Staff changes at posts are as follows: Wm. Lloyd replaces R. E. McKale at Hazelton, and W. G. Crisp replaces James Laing at Telegraph Creek. Mr. Crisp takes his wife in with him, making three married couples on our staff at Telegraph Creek.

Visitors to district office included Mr. Chas. F. de Ganahl, of the Venture Exploration Corporation, New York; Inspector Wunsch, of the R.C.M.P.; W. E. Brown, inspector of James Bay district; H. J. C. Walker, of Hazelton staff; Mr. Bryant, of the Cassiar hydraulic mines; and Mr. Patsy Klengenberg, who came out by aeroplane from the Western Arctic.

Western Arctic District

The district manager is at present travelling east from Baillie Island, with dogs, and is expected to reach Fort Hearne about the middle of June.

D. O. Morris and P. Norberg came out by plane from Fort Hearne in March. The former is now sitting for his coastwise master's certificate at Vancouver, whilst Mr. Norberg is at Dr. Mayo's clinic at Rochester under treatment for rheumatism.

Jack Lickert, M. M. Shand and J. Livingstone are at present on their way to Canada from the Old Country.

Captain C. Klengenberg, who spent many years in the Western Arctic, died suddenly in Vancouver recently. Our sincere sympathy is extended to members of the family.

Mackenzie River and Athabasca Districts

R. U. Lamb, post manager at Fort Rae, retired from the service in February, when S. A. Stephen, formerly of Fort Liard post, was placed in charge.

Apprentice W. T. Winchester is to be congratulated on the splendid pencil sketch made by him of Fort Smith post, a copy of which we hope to reproduce shortly.

The new railway under construction into the Peace River country is fast approaching the Fort St. John area, the present end of steel reaching Dawson Creek, sixty miles from Fort St. John.

Much activity in the Great Bear Lake vicinity is anticipated as the result of the discovery of pitchblende, from which it is hoped to increase the world's supply of radium.

On 5th May the Mackenzie River transport staff moved to Waterways, and all transport business is now conducted from that point.

C. D. Twiner, district accountant for Athabasca, was transferred to James Bay district, and, on the occasion of his transfer, was presented by the staff of the Transport and Mackenzie River and Athabasca districts with a travelling outfit.

Apprentice J. F. Topping was transferred from Fort Vermilion to Upper Hay River in April.

H. Gallagher, of Wabasca post, visited Edmonton in February.

A few tourists travelling by our Mackenzie River transport to Fort McPherson are expected to cross over into the Yukon Territory by the McDougall Pass this coming summer.

Saskatchewan District

Factor A. B. Cumming, district manager, returned to Saskatoon on March 25 following his inspection of Pas Mountain, Cumberland House, Pelican Narrows, Lac du Brochet, Stanley, Lac la Ronge and Montreal Lake posts.

William Mitchell, apprentice clerk, who sustained a fractured leg in January at Stanley, was discharged from the Holy Family hospital, Prince Albert, on April 9. Mr. Mitchell is at present engaged in light duties at district office.

All members of the staff wish to congratulate Mr. and Mrs. F. Reid, of Green Lake post, on the birth of a son at Meadow Lake hospital in February.

Factor A. B. Cumming, district manager, left for Fort a la Corne on April 9, and made an inspection at that point.

The district office will be located on and after June 1 at Hudson's Bay House, Winnipeg.

Keewatin District

Gordon T. Bremner, apprentice, formerly stationed at Gillam post, has been transferred to Wabowden post.

The Government radio stations at Norway House and Beren's River have been closed, and the staffs have returned to headquarters in Winnipeg.

The district manager returned from his winter inspection trip on March 20.

We are pleased to report that A. M. Chalmers, the post manager, is making a very good recovery from his recent serious operation.

The many friends of C. H. M. Gordon will be pleased to know that the "Laird of Pine Falls" still retains a very lively interest in all the men of the North. "C.H.M." gets younger every day and we understand that he contemplates re-entering the service in the near future for a further forty-seven year spell.

Mr. Chief Factor Ralph Parsons, Fur Trade Commissioner, and the district manager visited Wabowden and Gillam posts in May.

J. H. Bonshor, late of Bernard Harbour post, Western Arctic district, and now of Gillam, Keewatin district, has been made magistrate for the district of The Pas.

Superior-Huron District

On April 1, L. V. N. Finlayson, pensioner of the Company at Longlac, died in hospital at Port Arthur, after a short illness.

Mr. and Mrs. H. Lariviere, of Mattice, visited the district office in May. Mrs. Lariviere was *en route* to the hospital for medical attention.

S. R. Flett has been transferred to Temagami post, and J. H. Turgeon, of North Bay, engaged to take his place at Senneterre.

Bishop Roxborough Smith, of the diocese of Algoma, visited Missanabie post at Easter.

We had the pleasure of a visit from the Fur Trade Commissioner and H. P. Warne during the month of March.

Arrangements are being completed for the transfer of Superior-Huron district office to Winnipeg on June 1.

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Ungava District

Dr. Moret, of the International Grenfell Association, made a good trip by dog team from Cartwright along the coast to Havre St. Pierre, where he was able to join a North Shore steamer bound for Quebec.

A. Macpherson and W. T. Henry left for St. John's early in May. The former will proceed to Cartwright at the opening of navigation.

A. H. Mitchell returned from furlough in England and left for Coral Rapids, accompanied by H. Moore, to join the May packet for Moose Factory.

Alfred Ford and Mrs. Ford, of Eskimo Point, passed through Montreal *en route* to Newfoundland on furlough.

F. Melton left in April for England on a short holiday.

W. M. Ritchie returned to Montreal from North Bay in March.

T. A. Sinclair, Montreal F.P.A., at time of writing is in the Montreal General Hospital, having recently undergone a serious operation. We hope he will soon be able to resume his accustomed duties.

The winter mail from the northwestern Quebec posts arrived early in April, reporting all the staff well.

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Labrador District

The S.S. *Ungava*, the last ship to return from the seal fishery, arrived in St. John's, Newfoundland, on April 24. The total catch of the whole fleet for the season amounted to 87,866, of which Job Brothers & Company's ships accounted for 44,001 pelts. Preparations are now being made in connection with the S.S. *Ungava* for her work this coming summer.

The M.S. *Fort Garry*, Captain James Dawe, and the M.S. *Fort James*, Captain Isaac Barbour, are now being prepared for their work on the Labrador coast and Ungava Bay.

Amongst the visitors to our St. John's office during the past month were Hayward Haynes, formerly of Ungava district, who will proceed to Hebron this spring to take charge of that post. We also had visits from George Budgell, C. Whitten, Captain Barbour and Captain Dawe.

John E. Keats, accompanied by his wife and family, arrived at St. John's during the latter part of April, having spent the winter in England.

W. C. Newbury, of the St. Lawrence district, arrived at St. John's on April 25 and spent a week with us in connection with the coming season's fishing operations.

J. S. Courage, of Labrador district, took up duty at St. John's office on May 1, making preparations for the coming season's fishery operations.

A. MacPherson and W. Thomson Henry arrived at St. John's from Montreal on the S.S. *Silvia* on 6th May to take duties in connection with the Labrador district.

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St. Lawrence District

Mr. R. Gourley, of the Canadian Committee, visited us while in Montreal in March. Chief Factor Ralph Parsons, Fur Trade Commissioner, and Mr. P. A. Chester, General Manager, visited us during April. Mr. E. W. Fletcher was here for a few days *en route* to England and Mr. D. H. Laird paid us a call.

H. Hodkisson visited the line posts on the transcontinental railway during February.

W. E. Swaffield, F. C. and J. L. Gaudet were callers.

C. Picaude, post manager at Obijuan, spent a few days here on business during March.

W. C. Newbury visited Bersimis post in March, and went to Halifax and Newfoundland during the latter part of April in connection with fishing arrangements.

The season of navigation on the St. Lawrence river and gulf opened exceptionally early this spring, the first schooner sailing from Quebec to Bersimis on March 28. The first ocean vessel arrived in Montreal April 11, creating a port record; and the *Duchess of Richmond*, first liner, arrived here three days later. A vessel passed through the Straits of Belle Isle on May 11, also a record.

J. L. Jandron is temporarily in charge of Weymontachingue post, to which point apprentice J. Thevenet has been transferred.

A. Tremblay left for Manouan on May 10 to prepare for the summer.

Obituary

WILLIAM CHARLES CORRIGAL

In the death of William Charles Corrigal at Winnipeg on February 15, Manitoba lost one of its old-timers.

William Corrigal was born at St. Andrew's eighty years ago. He was the eldest son of John C. Corrigal, who came out from the Orkneys in 1832 in the service of the Hudson's Bay Company and later was one of the party of the Dr. Rae expedition in search of Sir John Franklin.

William C. Corrigal became an agricultural implement maker of considerable merit and, like his father, served the Company, making numerous York boat trips to York Factory.

He settled at St. Andrew's for a time, then went to Rat Portage, later taking up residence at Portage la Prairie, and finally in Winnipeg.

He is survived by his wife, two daughters and one son.

GEORGE DUFOUR

Telegraphic advice reached St. Lawrence district office on April 22 of the sudden death on that date of George Dufour, post manager at Weymontachingue, from heart trouble.

Mr. Dufour was forty-four years of age. He had been employed in St. Lawrence district for thirteen years, as post manager at several points, also serving for one year at Cumberland House, in Saskatchewan district, prior to which he was employed by Revillon Freres at posts in the James Bay section.

He leaves a widow and four children. The sincere sympathy of his numerous friends in the Company's service, and fur trade generally, is extended to his relatives in their bereavement.

THOMAS J. PARKER

Thomas J. Parker died in the Misericordia Hospital, Winnipeg, 7th May, after an illness of several weeks. Mr. Parker joined the Hudson's Bay Company staff in the Vancouver store July, 1926, later entering the men's clothing department. He became assistant manager in August, 1929. In November, 1929, he was transferred to the Winnipeg store as assistant manager in the men's clothing. He leaves a mother, sister and two brothers. P. J. Parker, general manager of departmental stores, is an uncle.

Tom Parker was very fond of sports of all kinds, his chief interest being baseball. He was a young man with an outstanding personality and manner which gained him many sincere friends. Those who knew him will have many happy memories of their associations with him and he will be greatly missed. Our sympathy is extended to the members of his family.

T. DALTON

T. Dalton, Winnipeg store, died April 1, after an illness of several months' duration. Mr. Dalton joined the service on September 6, 1926, as supervisor of floor managers, porters and elevator operators. He was forty-three years of age.

R. HOCCOM

R. Hoccom died at Winnipeg on May 9, 1931, age forty-seven years. Mr. Hoccom joined the service in Januray, 1902, as sales clerk in the staples department, and he was employed in this capacity prior to his death.

FRED DYKES

As we go to press, the sad news of the passing of Fred Dykes on May 26 has been received by wire from Victoria, where Mr. Dykes had been living for several months in the hope of recuperation.

Mr. Dykes had been ill for the greater part of a year, and only recently we received cheering news of his general improvement in health, raising the belief that he would soon be back at business.

Fred Dykes was born at High Beech, Essex, England. He joined the fur trade service of the Company as fur buyer on 15th April, 1914, remaining with us five years. In 1924 he rejoined the service in a similar capacity, and has been with the fur trade department ever since, serving at Vancouver, Winnipeg, Montreal and again at Winnipeg.

The sincerest sympathy of his many friends in the service is extended to his wife and his three sons and two daughters who survive him.

A good name is better than precious ointment.—Eccles. VII, 1.

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The race is not to the swift, nor the battle to the strong.—Luke IX, 2.

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Remember now thy Creator in the days of thy youth.—Luke XII, 1.

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Let us hear the conclusion of the whole matter: Fear God, and keep His commandments; for this is the whole duty of man.—Eccles. XII, 13.

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Whatsoever thou takest in hand, remember the end, and thou shalt never do amiss.—Eccles. VII, 36.

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INCORPORATED 2ND MAY 1670
SEAL OF QUALITY
HIGHEST GRADE
FLOUR
OBTAINABLE IN CANADA
98 LBS
SEAL OF QUALITY
Back of Her
- Success -
as a Hostess

Stand Three Staunch Friends

"Seal of Quality"

"Hudsonia" "Bayco"

FLOUR

THEY pity the old time housekeeper who uses just "any flour" and *worries*—and wonders—and *is never* sure that her cooking will turn out right.

But they smile at the Clever Hostess and housewife who knows that *their presence* makes her cakes, pastries and dainty muffins a certain success!

Praised by her friends for her delightful entertainments—admired by her husband for her delicious cooking—what more could any wise woman ask?

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Sold by all Hudson's Bay Company Retail Stores
In Convenient 7, 24, 49 and 98-pound bags

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CANADA
ONE HALF POUND
TOBACCO
IMPERIAL MIXTURE
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Cut Plug

A rich, full blend of Virginia, Perique and Latakia —thoroughly matured.

"TOBACCO OF THE CHOICEST AND SWEETEST SMELL"

In 1707 thus instructed our Governor and Committee. In 1931 the same words aptly describe the tobacco products of our Company, outstanding for their purity, flavour and rich aroma.

HUDSON'S BAY CUT PLUG

Sun-cured Virginia of unexcelled softness and fragrance.